



AGENDA

President and Board of Trustees
Village of Arlington Heights
Board Room
Arlington Heights Village Hall
33 S. Arlington Heights Road
Arlington Heights, IL 60005
April 16, 2018
8:15 PM

I. CALL TO ORDER

II. PLEDGE OF ALLEGIANCE

III. ROLL CALL OF MEMBERS

IV. APPROVAL OF MINUTES

- A. Committee of the Whole 04/02/2018
- B. Village Board 04/02/2018

V. APPROVAL OF ACCOUNTS PAYABLE

- A. Warrant Register 04/15/2018

VI. RECOGNITIONS AND PRESENTATIONS

- A. Recognition of Buffalo Grove/Hersey/Wheeling Stampede Hockey Team

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

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. Underground Parking Garage Rehabilitation
- B. Holiday Lighting Sets 2018
- C. Sodium Chloride (Road Salt) Purchase 2018
- D. Fire Station #1 Alerting System

CONSENT LEGAL

- A. An Ordinance Amending Chapter 11 of the Arlington Heights Municipal Code
(Section 11-201 Adoption of the Illinois Department of Public Health Food Service Sanitation Code)
- B. An Ordinance Amending Planned Unit Development Ordinance Numbers 78-019 and 03-036 and Granting a Special Use Permit and Variations from Chapter 28 of the Arlington Heights Municipal Code
(Olympic Park Swim Center, 660 N Ridge Ave)
- C. An Ordinance Amending Chapters 6 and 28 of the Arlington Heights Municipal Code
(Ch. 6 - Boards & Commissions - Section 6-202e2c, ZBA; Ch. 28 - Zoning Regulations - Sections 3, 5, 6, 7, 10, 11, 12, 13 and 14)
- D. An Ordinance Prohibiting the Use of Groundwater as a Potable Water Supply by the Installation or Use of Potable Water Supply Wells or by any Other Method
(3 N Wilke Rd)

CONSENT PETITIONS AND COMMUNICATIONS

- A. Request for Fee Waiver for Liquor Licenses - Arlington Heights Park District

XI. APPROVAL OF BIDS

XII. NEW BUSINESS

- A. South Arlington Heights Road Corridor Plan - PC#18-004

XIII. LEGAL

XIV. REPORT OF THE VILLAGE MANAGER

XV. APPOINTMENTS

XVI. PETITIONS AND COMMUNICATIONS

- 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)(1): Appointment, employment, compensation, discipline, performance or dismissal of specific employees of the public body or legal counsel

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: Committee of the Whole 04 02 2018

Department: Village Clerk

Bid Section

Item:

Bid Opening Date:

Account Numbers:

Total Budget for Specific Item:

Bid Amount:

ATTACHMENTS:

Description	Type
Committee of the Whole 04 02 2018	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
April 2, 2018 – 7:30 PM**

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

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

BOARD MEMBERS ABSENT: None

STAFF MEMBERS PRESENT: Village Manager Randy Recklaus; Assistant Village Manager, Diana Mikula, Village Attorney Mark Burkland

OTHERS PRESENT: Malcom Brooks, Christopher Dungan and Sangkyun Park

**A. CONSIDERATION OF RECOMMENDING TO THE LIQUOR COMMISSIONER THE
ISSUANCE OF A CLASS “AA” LIQUOR LICENSE TO HARMONY HOSPITALITY, LLC
DBA HEY NONNY LOCATED AT 10 S. VAIL AVENUE UPON VERIFICATION THAT THE
LAYOUT IS CONSISTENT WITH THE SUBMITTED FLOOR PLAN.**

Mayor Hayes swore in Mr. Malcom Brooks and Mr. Christopher Dungan.

Diana Mikula presented the staff report on Hey Nonny. Mr. Brooks and Mr. Dungan are each 50% owners of the business entity. The Arlington Heights Police Department completed a background check on both Mr. Brooks and Mr. Dungan. No convictions were disclosed and no criminal derogatory information was found. In addition, no lawsuits, judgments, or liens were outstanding. Mikula stated that the establishment is not yet open. With the AA license they will be able to be open late and they will be required to have a minimum of 75 seats at tables for food service. The establishment liquor hours will be Tuesday through Thursday 5 pm-12am; Friday 3 pm-1 am; Saturday 10 am – 1 am and Sunday 10 am- 8 pm. As it is a new location, there are no liquor violations and neither of the owners have had a violation.

Once the establishment has tables and chairs in place, a walk through will take place by Ms. Mikula. Upon a satisfactory liquor license interview tonight, Ms. Mikula stated it would be appropriate to issue an AA liquor license upon verification the layout is consistent with the submitted floor plan.

Neither Mr. Brooks nor Mr. Dungan have held a liquor license before. Both Mr. Brooks and Mr. Dungan stated they are Bassett trained. There will be approximately 20 employees. Mr. Brooks and Mr. Dungan stated that they plan to have all employees that will serve liquor be Bassett trained off site before opening. They will offer refresher training as part of their employment.

Out of 20 employees, approximately 10-15 employees will be involved with serving the alcohol. The owners pointed out that they plan to hire a General Manager that is experienced in managing food and beverage sales. Mayor Hayes reviewed the menu stressing the need to include food after 11pm., Mr. Brooks and Mr. Dungan acknowledged their menu will include food after 11pm, however the menu is not finalized.

Mayor Hayes reviewed the layout. The bar and service bar were highlighted. Mayor Hayes asked about shows in the venue. The owners stated the venue will include 16 tables and chairs along the window and additional seats at cocktail tables or no tables, depending on the show. Some shows will be limited to patrons 21 yr. and over. On Saturdays and Sundays there will be a brunch in the venue.

Trustee Scaletta asked about a curtain and if it will separate the pub and the venue. He also asked about the layout with removable wall. Mr. Brooks and Mr. Dungan described the curtain and wall and pointed out the restaurant side will be separate from venue through a movable bar "wall".

Trustee LaBedz asked Ms. Mikula about the timing of the opening and the liquor license approval. Ms. Mikula stated that license will not be released until the walk through is completed and approved.

TRUSTEE LaBEDZ MOVED, SECONDED BY TRUSTEE SCALETTA TO RECOMMEND THAT THE VILLAGE BOARD OF TRUSTEES RECOMMEND TO THE LIQUOR COMMISSIONER THE ISSUANCE OF A CLASS "AA" LIQUOR LICENSE TO HARMONY HOSPITALITY, LLC DBA HEY NONNY, LOCATED AT 10 S. VAIL STREET UPON VERIFICATION THAT THE LAYOUT IS CONSISTENT WITH THE SUBMITTED FLOOR PLAN.

THE FOLLOWING VOICE VOTE WAS RECORDED:

9 AYES

0 NAYS

The motion passed.

B. CONSIDERATION OF RECOMMENDING TO THE LIQUOR COMMISSIONER THE ISSUANCE OF A CLASS "A" LIQUOR LICENSE TO SKY DAILY BREAD INC, LLC DBA NIKKO JUSARANG LOCATED AT 282 E. ALGONQUIN ROAD UPON THE SURRENDER OF THE CURRENT LICENSE ISSUED TO THIS ADDRESS.

Mayor Hayes swore in Sangkyun Park.

Diana Mikula presented the staff report on Nikko Jusarang. Ms. Mikula stated that there will be a dba change as well as a business entity change. The Arlington Heights Police Department completed a background check on Sangkyun Park. Mr. Park has 100% ownership interest in the business. No convictions were disclosed and no criminal derogatory information was found. In addition, no lawsuits, judgments, or liens were outstanding. The business hours will be Mon- Thur. 11:20 am – 3pm and 4pm -12 am; Friday 11:20 am- 3pm and 4pm – 1am; Saturday 11:20 am – 1am and Sunday closed. Ms. Mikula pointed out there were no liquor violations at this location and Mr. Park has not had any liquor violations.

A walk through of the establishment was conducted on March 27. No issues were noted and the layout was consistent with the submitted floor plan.

Upon a satisfactory liquor interview, it would be appropriate to approve the issuance of a Class "A" liquor license to Sky Daily Bread, Inc. dba Nikko Jusarang located at 282 E. Algonquin Road upon the surrender of the current license issued to this address.

Mr. Park stated he is Bassett certified. Mayor Hayes asked Mr. Park about his experience. Mr. Park was part owner at the business in 2014-2015. The current restaurant has been open 10 years. There are five employees. No changes are planned to the business. Mr. Park stated new employees will be Bassett trained. Mayor Hayes stressed the need to continue the serving of food past 11pm. Trustee Scaletta and Trustee Tinaglia pointed out the need for Bassett training for employees. Mayor Hayes emphasized that Bassett training is a requirement. Ms. Mikula pointed out that new employees have 90 days to be Bassett trained. Mr. Park stated that 2 employees are currently undergoing Bassett training.

TRUSTEE SCALETTA MOVED, SECONDED BY TRUSTEE TINAGLIA TO RECOMMEND THAT THE VILLAGE BOARD OF TRUSTEES RECOMMEND TO THE LIQUOR COMMISSIONER THE ISSUANCE OF A CLASS "A" LIQUOR LICENSE TO SKY DAILY BREAD, INC DBA NIKKO JUSARANG LOCATED AT 282 E. ALGONQUIN ROAD UPON THE SURRENDER OF THE CURRENT LICENSE ISSUED TO THIS ADDRESS.

THE FOLLOWING VOICE VOTE WAS RECORDED:

9 AYES

0 NAYS

The motion passed.

C. OTHER BUSINESS – There was no further business.

D. ADJOURNMENT

Trustee Scaletta moved, and Trustee Sidor seconded the motion to adjourn. The meeting adjourned at 7:59 p.m.



Item: vb minutes 4 2 18

Department: Village Clerk

Bid Section

Item:

Bid Opening Date:

Account Numbers:

Total Budget for Specific Item:

Bid Amount:

ATTACHMENTS:

Description

vb 4 2 18

Type

Minutes



MINUTES

President and Board of Trustees
Village of Arlington Heights
Board Room

Arlington Heights Village Hall
33 S. Arlington Heights Road
Arlington Heights, IL 60005

April 2, 2018

8:00 PM

I. CALL TO ORDER

II. PLEDGE OF ALLEGIANCE

III. ROLL CALL OF MEMBERS

President Hayes and the following Trustees responded to roll: Rosenberg, Scaletta, Sidor, Glasgow, Tinaglia, Baldino, Blackwood and LaBedz.

Also present were: Randy Recklaus, Charles Perkins, Bill Enright, Robin Ward, Mark Burkland, Diana Mikula and Becky Hume.

IV. APPROVAL OF MINUTES

A. Village Board 03/05/2018 - Amended Approved

Trustee Carol Blackwood moved to approve. Trustee Bert Rosenberg
Seconded the Motion.

The Motion: Passed

Ayes: Baldino, Blackwood, Glasgow, Hayes, LaBedz, Rosenberg, Scaletta,
Sidor, Tinaglia

B. Village Board 03/19/2018 Approved

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

The Motion: Passed

Ayes: Baldino, Blackwood, Glasgow, Hayes, LaBedz, Rosenberg, Scaletta,
Sidor, Tinaglia

V. APPROVAL OF ACCOUNTS PAYABLE

- A. Warrant Register 03/30/2018 Approved

Trustee Bert Rosenberg moved to approve Warrant Register in the amount of \$1,596,321.25. Trustee Thomas Glasgow Seconded the Motion.

The Motion: Passed

Ayes: Baldino, Blackwood, Glasgow, Hayes, LaBedz, Rosenberg, Scaletta, Sidor, Tinaglia

VI. RECOGNITIONS AND PRESENTATIONS

VII. PUBLIC HEARINGS

VIII. CITIZENS TO BE HEARD

President Hayes said he expressed his emotions at the end of in the meeting of March 19th. He expressed his regret for making those off hand remarks and apologized.

IX. OLD BUSINESS

- A. Report of the Committee-of-the-Whole Meeting Approved
of April 2, 2018

Consideration of recommending to the Liquor Commissioner the issuance of a Class "AA" Liquor License to Harmony Hospitality, LLC, dba Hey Nonny, located at 10 S. Vail Avenue. Liquor License will be issued upon verification that the layout is consistent with the submitted floor plan.

Trustee Robin LaBedz moved to approve upon verification that the layout is consistent with the submitted floor plan. Trustee John Scaletta Seconded the Motion.

The Motion: Passed

Ayes: Baldino, Blackwood, Glasgow, Hayes, LaBedz, Rosenberg, Scaletta, Sidor, Tinaglia

B. Report of the Committee-of-the-Whole Meeting Approved
of April 2, 2018

Consideration of recommending to the Liquor Commissioner the issuance of a Class "A" Liquor License to Sky Daily Bread, Inc., dba Nikko Jusarang, located at 282 E. Algonquin Road upon surrender of the current liquor license issued to this address

Trustee John Scaletta moved to approve upon surrender of current liquor license issued to this address. Trustee Jim Tinaglia Seconded the Motion. The Motion: Passed

Ayes: Baldino, Blackwood, Glasgow, Hayes, LaBedz, Rosenberg, Scaletta, Sidor, Tinaglia

C. Continued Discussion on Proposed New Liquor Approved
Classifications - Breweries

Village Manager Recklaus said the Board directed staff to draft liquor regulations related to brew pubs, microbreweries and breweries at the February 23, 2018 Village Board meeting. Staff is presenting proposed amendments to the Liquor Code. Any approved changes will come back to the Board after the required Plan Commission review and Public Hearing Process for related Zoning.

In-House Counsel Ward stated that the proposed changes create definitions for these businesses. Staff proposes that a brewpub be defined as a restaurant that brews beer. Also proposed is the addition of a Class M Liquor License, which would apply to tap rooms in breweries which allow people to taste beer, but do not have a restaurant facility. Ward explained Classes A, AA and E would now include brewpubs. There is a proposed supplemental cost for a Class E, as the brewery would also be selling beer as a retailer. She explained that staff is still working on what the fee should be for a Class M. The Plan Commission's review would address square footage and zoning issues.

Trustee Sidor asked how the maximum gallons were determined within the licensing definitions. Ms. Ward said the State of Illinois limits and numbers were used.

Trustee Scaletta thought this topic should be discussed at a Committee of the Whole meeting where a more in depth presentation could occur. Mr. Recklaus said the issue was presented tonight to expedite the process. If the Board is in favor of the proposed changes, the Plan Commission review and public hearing process can proceed. Then, the Board can consider the proposal with the liquor and zoning information. Recklaus explained it is

not a new concept, so did not warrant a full presentation.

Trustee Scaletta described the differentiation between breweries, microbreweries, brewpubs and restaurants noting that there was no food component in the Class M classification for breweries/microbreweries. Mr. Recklaus explained microbreweries and breweries limit consumption, volume and hours of operation. Trustee Scaletta said he was inclined to agree with the proposed changes, but does not want Class M businesses in the downtown. Ms. Ward said the Plan Commission would consider the zoning constraints and make a recommendation to the Board. The Board could approve the proposed classifications and exclude some licenses from downtown. Mr. Recklaus explained the Board would discuss zoning after the public hearing so it has the benefit of public input.

Trustee Glasgow asked for clarification on how the fees were determined. Ms. Ward said that she bench-marked other towns' fees, looked at the relative pricing for the Village's licenses and then adapted pricing in proportion. She said she would do the same in determining Class M fees. Glasgow said he did not want to preclude any projects from the downtown. He said he would like to see more of this. He said other towns with these businesses do not have problems, and the people who patronize taprooms are generally getting a bottle to take home.

Trustee Tinaglia said he supported the new liquor classifications but would like microbreweries to have a food component. He suggested craft snacks could go along with the craft brews. Ms. Ward said the Board could require a food component; the staff proposal is comparable to other Villages' licensing. She explained a taproom is usually ancillary to a brewery. It is a tasting room. A commercial kitchen has another level of health regulation, and is a very different kind of business. Tinaglia asked about the relative size of tap rooms. Ward said the Itasca brewery's ratio is 50/50 brewing space/tap room. Tinaglia stated he was uneasy with that. He said he was not against Class M businesses being in downtown.

Trustee Blackwood asked if the 48-ounce serving limit under Class M was a State regulation. Ms. Ward answered no, each town sets their own serving restriction but 48 ounces is the most common amount among municipalities. The businesses are self-policed. Mr. Recklaus described the different ways businesses could limit consumption. Blackwood expressed concern that people might frequent an establishment more than once a day to circumvent the limit.

Trustee Rosenberg asked if the hours could be changed. The answer was yes. Rosenberg asked if the Board could require the businesses to allow people to order, or bring in food. Ms. Ward said that kind of requirement was not in any other village's liquor codes for these classifications. Rosenberg stated it might be a good component to require the taprooms to provide menus. Trustee Rosenberg asked if there were parts of the Village where breweries were excluded. Ms. Ward said zoning has not been addressed yet, only liquor classifications.

Trustee Sidor asked if many breweries are in downtowns. Planning & Community Relations Director Perkins said brewpubs or small taprooms (with beer brought in from the actual brewery) are most common in downtown districts. Evanston has a brewery in town. Sidor said it seems the Village is about ten years behind. Deputy Planning Director Enright said the Plan Commission could begin its work in early summer. Sidor asked about the pricing strategy. Ms. Ward said the prices need to be in line with the other licenses and the retail component needs evaluation. The prices will fit within the current pricing structure.

Trustee LaBedz asked about the health regulations. Mr. Recklaus said production, service and dish-washing require health regulation. Introducing food service means a business needs more elaborate kitchen facilities to maintain food temperature and store the food, meaning a higher level of regulation.

Trustee Glasgow listed breweries in nearby towns. He said forty-eight ounces is four drinks. These breweries have tasting rooms and typically are independently owned. They are not designed for people to sit down and stay, but for tasting beer, buying it and taking it off property. Glasgow said most microbreweries are factories with small tasting rooms without food, and patrons are ushered out after the tour is over. He said he did not see an overabundance of places where amounts are limited because of the nature of these establishments. He said the State has some location restrictions. He said he would be open to proposals; he did not want to foreclose any potential business opportunities.

Trustee Scaletta said he was in support of brewpubs. As for breweries and microbreweries, he asked if there were other municipalities that require a food component to serve alcohol like Arlington Heights, that have added a brewery or microbrewery. Assistant Village Manager Mikula said the data she collected showed of the 14 communities surveyed, 12 permit breweries and microbreweries, and 5 permit taprooms without food. She did not know if they require food in their other licensing.

President Hayes agreed that the Village was behind the curve, and stated the proposal should move ahead with the recommendations to level the playing field.

Trustee Thomas Glasgow moved to approve recommended changes to the Liquor Code and direct Staff to move forward with proposed changes to the Zoning Code. Trustee Mike Sidor Seconded the Motion.

The Motion: Passed

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

Nays: Scaletta

X. CONSENT AGENDA

CONSENT OLD BUSINESS

CONSENT APPROVAL OF BIDS

- A. Asphalt Spray Patch Contract Extension 2018 Approved

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

The Motion: Passed

Ayes: Baldino, Blackwood, Glasgow, Hayes, LaBedz, Rosenberg, Scaletta,
Sidor, Tinaglia

- B. Cured In Place Sewer Lining 2018 Approved

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

The Motion: Passed

Ayes: Baldino, Blackwood, Glasgow, Hayes, LaBedz, Rosenberg, Scaletta,
Sidor, Tinaglia

- C. Water System Improvements 2018 Approved

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

The Motion: Passed

Ayes: Baldino, Blackwood, Glasgow, Hayes, LaBedz, Rosenberg, Scaletta,
Sidor, Tinaglia

- D. Arlington Heights Police Station Bradford
Lockers Approved

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

The Motion: Passed

Ayes: Baldino, Blackwood, Glasgow, Hayes, LaBedz, Rosenberg, Scaletta,
Sidor, Tinaglia

CONSENT LEGAL

- A. An Ordinance Amending Planned Unit Development Ordinance Number 17-028 and Granting Variations from Chapter 28 of the Arlington Heights Municipal Code (Heart's Place, 120-122 E. Boeger Dr.) Approved

Trustee Thomas Glasgow moved to approve 18-006. Trustee Robin LaBedz Seconded the Motion.

The Motion: Passed

Ayes: Baldino, Blackwood, Glasgow, Hayes, LaBedz, Rosenberg, Scaletta, Sidor, Tinaglia

CONSENT REPORT OF THE VILLAGE MANAGER

XI. APPROVAL OF BIDS

XII. NEW BUSINESS

- A. Chapter 28 Text Amendments - Phase 2 - Approved
PC#17-005

Mr. Enright summarized the proposed changes to Chapter 28. The changes eliminate repetitive text within the chapter or eliminate text covered in other chapters of the Municipal Code. Staff is also recommending amendments to some code requirements, which affect development standards. These include:

28-5 Use Districts

- a. Increase density standards for the Hickory Kensington Overlay Zone
- b. A recommendation for 49 foot lots to be build-able versus current 50 foot minimum
- c. Allow for lots to be build-able if there is already a house on the lot.

28-6 General Provisions-Increase fence height from 5 feet to 6 feet for side and rear yards.

28-11 Off Street Parking and Loading

- a. A 'Substantial Compliance' section to allow for smaller parking deficits for multipurpose buildings.
- b. New parking ratio for elementary schools.

28-13 Plan Commission- Four new standards for Hardship criteria that

apply to both ZBA and the Plan Commission.

Trustee Rosenberg asked where R-6 areas are located. Mr. Enright said mostly on the outskirts of town, Lake Cook Road, Dundee Road, Rand Road and Golf Road, but there are a few south of Sigwalt. Town houses or 3-4 story apartment buildings are R-6. The Plan Commission recommended a minimum height of 50 feet in R-6. Rosenberg asked why Staff is recommending 45 feet. Enright responded 50 feet would restrict most buildings to four stories. A variation would be required for them to go to five. Rosenberg questioned the removal of language regarding vehicle repair and service signage. Enright said the language was duplicated in other Code sections; it is not a change in policy. Trustee Rosenberg asked staff to compare the provisions regarding RV's in residential areas to other municipalities.

Trustee Baldino pointed out that the fees in 28.12-14 are not being eliminated; they are being itemized in another Code section. Mr. Recklaus said the goal is to have all fees in one centralized place.

Trustee Tinaglia stated he appreciated the updates as a user of the Code. The language is often redundant, or does not jive. Centralizing the information will make it easier for many people. Tinaglia explained that it would be hard to squeeze five stories under 50 feet. It would be nice for developers to have a little more space in four floors to do something special.

Trustee Labedz asked for a fire pit definition. Mr. Enright said fire pits are one or two foot circles that contain a gas line, some are wood burning. She asked about portable fire pits and restrictions. Mr. Enright said any fire is required to be a certain distance away from structures and portable pits are allowed. The added Code language is providing for a use that is occurring. There have not been complaints about them. Trustee Labedz asked if there are rules as to what can be burned. Mr. Enright said not in the Zoning chapter, there are other ordinances that prohibit materials to be burned, like leaves or tires.

Trustee LaBedz asked why R-5/R-6 developments require two parking spaces and R-7 requires 1.5 spaces per unit. Mr. Enright explained R-7 is downtown, so the proximity to the train and a more walk-able area allows for fewer needed spaces. LaBedz said she preferred 45 feet for R-6 so it is different from R-7. She asked if tandem parking was still allowed. Enright said the section on tandem parking has not changed and it is allowed.

Labedz asked how the hardship criteria changed. Ms. Ward said it was hard to evaluate if a property could/could not yield a reasonable return. The previous definitions were confusing and vague. In trying to be clearer and succinct, staff looked at the LaSalle factors, which were guidelines established by the State of Illinois Supreme Court in the late 1950's for evaluating variations, as well as other municipalities criteria in making the proposed changes to the criteria.

Trustee Glasgow asked if all setbacks were being removed in the B-5 District. Mr. Enright said no. In downtown, buildings are built to the zero lot line. Staff is recommending the frontage be to the zero lot line. The area that comes into play is the side yard. In the heart of downtown, the buildings are surrounded by B-5 and there are onerous restrictions now. But the amendment builds in that if you are adjacent or across the street from single family, there needs to be a minimum set back. On the perimeter of the downtown, developments cannot go all the way to the lot line. Mostly, B-5 buildings surround B-5 buildings.

Glasgow asked if grills off the kitchen in a side yard are prohibited. Mr. Enright said movable grills like a Weber grill are not regulated. Structural outdoor kitchens have to be in the rear yard, not the side. Generators need to be in the back yard, this is being codified, but it is not a change. Glasgow asked about the elimination of outdoor sales. Enright said outdoor sales are not allowed, so you cannot discontinue something that is not allowed. There are a few exceptions like Lowes. Ms. Ward said this is a clean-up of the language. Glasgow asked why the lease requirement on parking spaces is being deleted. Ms. Ward said, in leasing spaces from the Village, the Village would already be reviewing the lease, so it is redundant language.

Trustee Sidor revisited the tandem parking space issue. He said he reads it as the space has to have access to driveway, not the car. Mr. Perkins said it has been viewed both ways.

Trustee Bert Rosenberg moved to approve the Plan Commission recommendations of January 10, 2018 with the exception of the recommended side yard set back of 10% for R-6. The Village Board recommends a side yard setback of 20% for R-6. Trustee Jim Tinaglia Seconded the Motion.

The Motion: Passed

Ayes: Baldino, Blackwood, Glasgow, Hayes, LaBedz, Rosenberg, Scaletta, Sidor, Tinaglia

B. Olympic Park Swim Center - 660 N. Ridge Ave. - Approved
PC#18-002
PUD Amendment, Parking Variation

Ben Rea of the Arlington Heights Park District described the proposed two story addition to Olympic Pool which includes: a gymnasium with two basketball courts, running track, office space, remodeled locker rooms, fitness center and a fourth pool. They have contacted Christian Liberty Academy to discuss an agreement for additional parking for high use events. Dave Yandel of FGM Architects showed the new entrance on the west side. Safety-town remains intact and a landscaped buffer extends from there. A new playground will be in front of the gym next to the entrance.

The variations requested relate to parking, fencing around the basketball court and sun porch. There are some concerns regarding traffic on Ridge/Euclid. There is some land banked parking available. The Park District is happy to comply with the additional landscaping requested on the north boarder to make the neighbors happy.

Mr. Perkins said the key issues are parking and traffic movement at Ridge/Euclid. There is a 35 parking space deficit projected. A parking deficit is common for parks. Some additional on street parking could go on Ridge but only during non-school times and only on one side of the street. Residents have said they would rather have street parking on a few busy days a year rather than take up green space for a parking lot that is not fully used. Ideally, the Christian Liberty Academy lot would be used. The soccer field shifted north to allow for land-banked parking. The fence variations intend to stop balls from going into the detention area and balls from leaving the basketball court. A potential car backup on Ridge could limit access to the parking lot and back up traffic on Euclid. Staff would use a graduated approach to solve any problems. Euclid egress is not advised, as it would be too close to the Northwest Highway intersection with Euclid.

Trustee LaBedz asked where the construction staging is proposed. Mr. Rea said most materials will be staged on site. They are looking to start in June. Sections will begin closing in March, with the goal of completing the project by fall of 2019. There will be times when the pool will have to close, but they are working to accommodate residents at other indoor pool locations.

Trustee Tinaglia said this proposed facility has been missing in the Village. The parking variations make sense because it is better to have a little more parking on the streets for a few occasions than having a lot of asphalt that is unused most times.

Trustee Scaletta said he was glad the Park District was working with what they have and not taking more property off the tax rolls. He asked how much parking is being added. Mr. Perkins answered 83 spaces. Trustee Scaletta expressed concern regarding the bottleneck in the south parking lot that spills onto the Ridge/Euclid intersection. He would like there to be only a drop off, not cars waiting to pick-up causing traffic issues. Mr. Yandel agreed saying to help alleviate a bottleneck, the entrance drive is centered on the west side. Mr. Rea said the Skate park is going to be removed, and will be reinstalled somewhere else in the district. Trustee Scaletta asked how Big Ange's parking agreement would be affected. Mr. Rea said they have six dedicated spaces. He did not predict a negative impact. During construction, it may need to be on hold periodically.

Trustee Glasgow said the Park District has gone above and beyond to make this work. He supports the project.

Trustee Baldino said in his experience, there are always spots open in the parking lot, even on busy days. He supports the project.

President Hayes asked if there was a concern that the children will want to run from the playground to the soccer field through the parking lot. Mr. Rea said there is a fence and gate around the playground so children cannot run into traffic.

Resident Cari Klinkenborg said crossing Ridge at Euclid is already challenging for pedestrians. Cars turning onto Euclid off Ridge have a hard time too. She expressed concern for children riding bikes or walking to or from the pool. There is no light to help them cross safely. With more attractions added, there will be more foot traffic and more concerns for pedestrians. Mr. Perkins said the safest place to cross is at Walnut. President Hayes said the Village will continue to look at safety issues after the project is complete. Ms. Klinkenborg said crossing Ridge is the issue, not Euclid.

Resident Carol Fiesfeld asked if handicapped parking would increase from what it is today. Mr. Yandel said there are 10 handicapped parking spaces proposed on the west side near the new entrance.

Trustee Jim Tinaglia moved to approve. Trustee John Scaletta Seconded the Motion.

The Motion: Passed

Ayes: Baldino, Blackwood, Glasgow, Hayes, LaBedz, Rosenberg, Scaletta, Sidor, Tinaglia

XIII. LEGAL

XIV. REPORT OF THE VILLAGE MANAGER

XV. APPOINTMENTS

XVI. PETITIONS AND COMMUNICATIONS

- 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

Trustee Jim Tinaglia moved to adjourn to Closed Session at 10:08 p.m.

Trustee Robin LaBedz Seconded the Motion.

The Motion: Passed

Ayes: Baldino, Blackwood, Glasgow, Hayes, LaBedz, Rosenberg, Scaletta, Sidor, Tinaglia



Item: Warrant Register 04/15/2018

Department: Village Clerk

Bid Section

Item:

Bid Opening Date:

Account Numbers:

Total Budget for Specific Item:

Bid Amount:

ATTACHMENTS:

Description

warrant register 04/15/2018

Type

Warrant Register



**VILLAGE OF ARLINGTON
HEIGHTS**

WARRANT REGISTER FOR

CHECK DATE: 4-15-2018

Fund	Fund Description	Total Transaction Amount
101	General Fund	\$584,589.63
215	CDBG Fund	\$72.90
231	Criminal Investigation Fd	\$11,195.94
235	Municipal Parkg Opr Fund	\$20,547.70
263	TIF IV	\$1,273.00
264	TIF V	\$1,353.73
401	Capital Projects Fund	\$62,113.47
426	Storm Water Control Fund	\$13,356.25
431	Public Building Fund	\$900.00
505	Water and Sewer Fund	\$82,975.52
515	Arts,Entert & Events Fund	\$12,358.26
605	Health Insurance Fund	\$322,752.84
611	General Liability Ins Fnd	\$580.90
615	Workers Compensation Ins	\$30,404.56
621	Fleet Operations Fund	\$33,249.38
625	Technology Fund	\$22,640.31
711	Fire Pension Fund	\$51.23
715	Guaranty Deposits Fund	\$200.00
TOTAL ALL FUNDS		\$1,200,615.62

WARRANT REGISTER - GM0002**Department: 0****Division: 0**

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
211799	505-0000-140.10-00	AMERICAN PRINTING TECHNOLOGIES	POSTAGE REIMBURSEMENT	\$1,876.13	\$1,876.13
211802	505-0000-120.80-00	ANDERSON, JACQUIE	WATER BILL REFUND	\$136.97	\$136.97
211803	235-0000-435.65-03	JAY ARCHIE	REFUND PARKING PERMITS	\$80.00	\$80.00
211810	101-0000-421.05-00	AVIDAN AYALA	REFUND VEHICLE STICKERS	\$120.00	\$120.00
211811	505-0000-120.80-00	BAEK, JONATHAN	WATER BILL REFUND	\$54.70	\$54.70
211820	101-0000-421.10-00	CASEY AUTOMOTIVE	REFUND BUSINESS LICENSE	\$450.00	\$450.00
211838	101-0000-421.99-00	CSL CLIMATE CONTROL CO	OL REFUNDS	\$130.00	\$130.00
211850	101-0000-421.99-00	FIRST KNIGHT PAVING	OL REFUNDS	\$130.00	\$130.00
211865	101-0000-433.14-00	HEALTHCARE & FAMILY SERVICES	OIG AUDIT	\$415.87	\$415.87
211871	231-0000-250.20-00	IL STATE POLICE ASSIST SEIZURE UNIT	RELEASE OF SEIZED FUNDS	\$3,100.00	\$3,100.00
211878	505-0000-120.80-00	KINSEL, TONI	WATER BILL REFUND	\$20.24	\$20.24
211892	715-0000-220.93-00	MCMAHON, SCOTT 171712	BOND REFUND	\$200.00	\$200.00
211919	101-0000-421.05-00	DEVIN PUTMAN	REFUND VEHICLE STICKER	\$30.00	\$30.00
901331	101-0000-210.91-00	EMPLOYEE BENEFITS CORP	FSA CLAIMS 3/19/2018	\$12,372.43	\$12,372.43
901334	101-0000-210.91-00	EMPLOYEE BENEFITS CORP	FSA CLAIMS 3/26/2018	\$4,877.87	\$4,877.87
901335	101-0000-210.91-00	EMPLOYEE BENEFITS CORP	FSA CLAIMS 4/2/2018	\$5,703.54	\$5,703.54
Division 0 Total					\$29,697.75
Department 0 Total					\$29,697.75

WARRANT REGISTER - GM0002

Department: 1 Board of Trustees

Division: 1

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
901332	101-0101-501.22-05	CITIBANK	POSTAGE REIMBURSEMENT	\$7.75	\$7.75
				Division 1 Total	\$7.75
				Department 1 Total	\$7.75

WARRANT REGISTER - GM0002**Department: 2 Integrated Services****Division: 1**

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
211862	101-0201-502.30-01	HARRIS TRUST & SAVINGS BANK	DAILY HERALD/REFLEJOS	\$429.00	\$429.00
211946	101-0201-502.21-65	SPRINT	ACCT 456761884	\$100.00	\$100.00
211973	101-0201-502.21-65	VERIZON WIRELESS	ACCT 88534852600001	\$128.03	\$128.03
211979	101-0201-502.22-15	XEROX CORPORATION	OFFICE MACHINES & ACCESS	\$85.00	\$85.00
901332	101-0201-502.22-05	CITIBANK	POSTAGE REIMBURSEMENT	\$174.90	\$174.90
				Division 1 Total	\$916.93
				Department 2 Total	\$916.93

WARRANT REGISTER - GM0002**Department: 3 Human Resources****Division: 1**

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
211854	615-0301-552.42-75	GALLAGHER BASSETT SERVICES INC	CLAIMS - MEDICAL LOSS	\$6,995.50	\$6,995.50
	615-0301-552.42-80	GALLAGHER BASSETT SERVICES INC	CLAIMS - W/C	\$23,210.48	\$23,210.48
211862	605-0301-552.20-50	HARRIS TRUST & SAVINGS BANK	LOYOLA CUST SER PAYMEN	\$859.05	\$879.06
			QDI*QUEST DIAGNOSTICS	\$20.01	
211909	615-0301-552.30-05	OFFICE DEPOT	OFFICE SUPPLIES	\$108.58	\$108.58
211913	101-0301-503.30-01	PADDOCK PUBLICATIONS INC	ADVERTISING	\$34.45	\$34.45
211916	101-0301-503.30-05	PETTY CASH	SUPPLIES	\$8.95	\$8.95
211952	615-0301-552.21-65	SUMMIT PRINT SOLUTIONS	OFFICE SUPPLIES	\$90.00	\$90.00
211970	101-0301-503.21-65	VERIZON WIRELESS	ACCT 28544404900001	\$125.41	\$125.41
211979	101-0301-503.22-15	XEROX CORPORATION	OFFICE MACHINES & ACCESS	\$85.00	\$85.00
901332	101-0301-503.22-05	CITIBANK	POSTAGE REIMBURSEMENT	\$33.59	\$33.59
901333	605-0301-552.20-60	HMO ILLINOIS	INSURANCE PREMIUM	\$310,775.83	\$310,775.83
901336	605-0301-552.20-65	PRUDENTIAL INSURANCE CO OF AMERICA	LIFE INSURANCE PREMIUM	\$2,796.00	\$2,796.00
901337	605-0301-552.20-65	PRUDENTIAL INSURANCE CO OF AMERICA	APRIL 2018 LIFE INSURANCE	\$5,639.05	\$5,639.05
	605-0301-552.20-66	PRUDENTIAL INSURANCE CO OF AMERICA	APRIL 2018 OPTIONAL LIFE	\$2,662.90	\$2,662.90
Division 1 Total					\$353,444.80
Department 3 Total					\$353,444.80

WARRANT REGISTER - GM0002**Department: 4 Legal Department****Division: 1**

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
211848	101-0401-503.20-15	ERNEST R BLOMQUIST PC	RETAINER	\$4,170.00	\$4,170.00
	101-0401-503.20-20	ERNEST R BLOMQUIST PC	LEGAL SERVICES	\$7,597.50	\$7,597.50
211868	101-0401-503.20-10	HOLLAND & KNIGHT LLP	RETAINER	\$3,000.00	\$3,000.00
211875	101-0401-503.22-02	INTL MUNICIPAL LAWYERS ASSOC	MEMBERSHIP RENEWAL	\$1,025.00	\$1,025.00
211930	101-0401-503.21-65	ROSE MARY JURINEK	COURT REPORTER	\$327.50	\$327.50
211963	101-0401-503.21-65	VERIZON WIRELESS	ACCT 68500580500002	\$92.02	\$92.02
211979	101-0401-503.22-15	XEROX CORPORATION	OFFICE MACHINES & ACCESS	\$140.90	\$140.90
901332	101-0401-503.22-05	CITIBANK	POSTAGE REIMBURSEMENT	\$4.40	\$4.40
Division 1 Total					\$16,357.32
Department 4 Total					\$16,357.32

WARRANT REGISTER - GM0002**Department: 5 Finance****Division: 1**

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
211799	505-0501-503.21-65	AMERICAN PRINTING TECHNOLOGIES	SERVICE MISCELLANEOUS	\$720.35	\$720.35
	505-0501-503.22-10	AMERICAN PRINTING TECHNOLOGIES	SERVICE PRINTING	\$4,532.97	\$4,532.97
211844	101-0501-503.22-02	EASTERN IL UNIVERSITY	DUES	\$150.00	\$150.00
211862	101-0501-503.30-01	HARRIS TRUST & SAVINGS BANK	DAILY HERALD/REFLEJOS	\$429.00	\$429.00
211909	101-0501-503.30-05	OFFICE DEPOT	OFFICE SUPPLIES	\$165.58	\$254.24
			OFFICE SUPPLIES	(\$165.58)	
			OFFICE SUPPLIES	\$254.24	
211912	101-0501-503.22-01	PADDOCK PUBLICATIONS INC	ADVERTISING	\$58.05	\$191.70
			ADVERTISING	\$75.60	
			ADVERTISING	\$58.05	
211934	101-0501-503.22-02	SAMS CLUB/SYNCHRONY BANK	MEMBER DUES ACCT# 3085	\$45.00	\$45.00
211952	101-0501-503.22-10	SUMMIT PRINT SOLUTIONS	PRINTING SERVICES	\$96.25	\$96.25
211968	101-0501-503.21-65	VERIZON WIRELESS	ACCT 38508581800001	\$56.01	\$56.01
211978	401-0501-572.50-10	XEROX CORPORATION	OFFICE MACHINES & ACCESS	\$5,044.00	\$5,044.00
211979	101-0501-503.22-15	XEROX CORPORATION	OFFICE MACHINES & ACCESS	\$26.00	\$26.00
211980	611-0501-552.42-53	MONIQUE ZERMATTEN	REIMBURSEMENT	\$580.90	\$580.90
901332	101-0501-503.22-05	CITIBANK	POSTAGE REIMBURSEMENT	\$984.70	\$984.70
	505-0501-503.22-05	CITIBANK	POSTAGE REIMBURSEMENT	\$1,619.23	\$1,619.23
				Division 1 Total	\$14,730.35
				Department 5 Total	\$14,730.35

WARRANT REGISTER - GM0002**Department: 6 Information Technology****Division: 1**

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
211829	625-0601-553.21-65	COMCAST PROCESSING CENTER	ACCT 907065060	\$4,708.39	\$4,708.39
211849	625-0601-553.22-05	FEDERAL EXPRESS	SHIPPING/DELIVERY SERVICE	\$123.37	\$123.37
211862	625-0601-572.50-10	HARRIS TRUST & SAVINGS BANK	DIGITAL LOGGERS	(\$995.00)	(\$995.00)
211901	625-0601-553.20-05	MUNICIPAL GIS PARTNERS INC	COMPUTERS,DP & WORD PROC.	\$16,574.41	\$16,574.41
211940	625-0601-553.30-05	SHERWIN ACE HARDWARE	HARDWARE SUPPLIES	\$4.59	\$4.59
211964	625-0601-553.21-65	VERIZON WIRELESS	ACCT 68500580500001	\$1,368.50	\$1,368.50
211965	625-0601-553.21-65	VERIZON WIRELESS	ACCT 98726153700001	\$464.88	\$464.88
211971	625-0601-553.21-65	VERIZON WIRELESS	ACCT 78036610800001	\$391.17	\$391.17
				Division 1 Total	\$22,640.31
				Department 6 Total	\$22,640.31

WARRANT REGISTER - GM0002**Department: 10 Boards & Commissions****Division: 8**

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
211832	101-1008-502.20-75	CONRAD POLYGRAPH INC	INDIVIDUAL EXAMS	\$480.00	\$480.00
Division 8 Total					\$480.00

Division: 14

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
901332	101-1014-502.22-05	CITIBANK	POSTAGE REIMBURSEMENT	\$10.34	\$10.34
Division 14 Total					\$10.34

Division: 17

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
211853	101-1017-502.40-58	FRONTIER DAYS INC	SPONSOR/CITIZENS WITH DIS	\$1,000.00	\$1,000.00
901332	101-1017-502.22-05	CITIBANK	POSTAGE REIMBURSEMENT	\$177.66	\$177.66
Division 17 Total					\$1,177.66

Division: 21

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
211916	101-1021-502.40-40	PETTY CASH	ECONOMIC ALLIANCE	\$29.98	\$29.98
Division 21 Total					\$29.98

Division: 22

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
211798	515-1022-525.40-55	AMERICAN PRINT INC	PRINTING	\$150.00	\$150.00
Division 22 Total					\$150.00
Department 10 Total					\$1,847.98

WARRANT REGISTER - GM0002**Department: 20 Special Events****Division: 5**

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
211862	515-2005-525.50-55	HARRIS TRUST & SAVINGS BANK	AMAZON MKTPLACE PMTS W	\$117.00	\$117.00
211929	515-2005-525.50-55	ROSE BRAND	SHIPPING/DELIVERY SERVICE	\$113.60	\$4,978.60
			THEATRE SUPPLIES & EQUIP	\$4,865.00	
Division 5 Total					\$5,095.60
Department 20 Total					\$5,095.60

WARRANT REGISTER - GM0002**Department: 30 Police Department****Division: 1**

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
211791	101-3001-511.21-65	ACCURATE DOCUMENT DESTRUCTION	SERVICE MISCELLANEOUS	\$168.68	\$168.68
211808	101-3001-511.18-03	ARLINGTON HTS SCHOOL DIST 25	CROSSING GUARD REIMBURSEMENT	\$25,631.48	\$25,631.48
211837	101-3001-511.33-05	CROWN TROPHY	ENGRAVING FEE	\$18.00	\$18.00
211846	101-3001-511.30-35	SEAN EDMONDSON	REIMBURSEMENT	\$139.99	\$139.99
211849	101-3001-511.22-05	FEDERAL EXPRESS	SHIPPING/DELIVERY SERVICE	\$51.71	\$51.71
211859	101-3001-511.33-05	GRAND FRAME INC	FRAMING	\$277.76	\$277.76
211862	101-3001-511.22-03	HARRIS TRUST & SAVINGS BANK	IACP	(\$375.00)	\$0.00
			ITOAORG	\$50.00	
			PAYPAL *FINALDEFENS	\$325.00	
	101-3001-511.30-01	HARRIS TRUST & SAVINGS BANK	J J KELLER & ASSOCIATE	\$17.64	\$17.64
	101-3001-511.30-05	HARRIS TRUST & SAVINGS BANK	AMAMAX.BESTDUP	\$59.99	\$86.93
			AMAZON.COM AMZN.COM/BI	\$26.94	
	101-3001-511.33-25	HARRIS TRUST & SAVINGS BANK	AMAZON MKTPLACE PMTS	\$19.99	\$184.99
			CORNER BAKERY 0175	\$165.00	
	101-3001-511.33-25	JG UNIFORMS	SAFETY & FIRST AID EQUIP.	\$748.00	\$748.00
211876	401-3001-572.50-15	JG UNIFORMS	POLICE EQUIPMENT & SUPPLY	\$7,800.00	\$7,800.00
	101-3001-511.22-15	KONICA MINOLTA BUSINESS USA	OFFICE MACHINES & ACCESS	\$609.08	\$1,130.67
211879	101-3001-511.22-15	KONICA MINOLTA BUSINESS USA	OFFICE MACHINES & ACCESS	\$63.00	
			OFFICE MACHINES & ACCESS	\$236.55	
			OFFICE MACHINES & ACCESS	\$66.62	
			OFFICE MACHINES & ACCESS	\$66.62	

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
211879	101-3001-511.22-15	KONICA MINOLTA BUSINESS USA	OFFICE MACHINES & ACCESS	\$155.42	\$1,130.67
211887	101-3001-511.30-35	MACK STEPHANIE	REIMBURSEMENT	\$364.95	\$364.95
211906	101-3001-511.22-03	NE MULTI REGIONAL TRAINING INC	REGISTRATION	\$50.00	\$50.00
211907	101-3001-511.21-65	NORTHERN IL FUNERAL SERVICES INC	SERVICE MISCELLANEOUS	\$425.00	\$1,330.00
			SERVICE MISCELLANEOUS	\$425.00	
			SERVICE MISCELLANEOUS	\$480.00	
211909	101-3001-511.30-05	OFFICE DEPOT	OFFICE SUPPLIES	\$50.78	\$50.78
211931	101-3001-511.22-02	ROTARY CLUB OF ARLINGTON HTS	DUES	\$275.00	\$275.00
211938	101-3001-511.21-65	SECRETARY OF STATE	SERVICE PROFESSIONAL	\$20.00	\$110.00
			SERVICE PROFESSIONAL	\$40.00	
			SERVICE PROFESSIONAL	\$50.00	
211940	101-3001-511.30-05	SHERWIN ACE HARDWARE	OFFICE SUPPLIES	\$5.99	\$5.99
211952	101-3001-511.22-10	SUMMIT PRINT SOLUTIONS	SERVICE PRINTING	\$90.00	\$90.00
211955	101-3001-511.21-65	THOMSON REUTERS-WEST	SERVICE PROFESSIONAL	\$480.00	\$480.00
211957	401-3001-572.50-15	ULTRA STROBE COMMUNICATIONS INC	LABOR	\$75.00	\$75.00
211959	101-3001-511.22-05	UPS STORE #4073	SHIPPING/DELIVERY SERVICE	\$99.22	\$99.22
211961	101-3001-511.21-65	VERIZON WIRELESS	ACCT 68682493000001	\$2,529.64	\$2,529.64
901332	101-3001-511.22-05	CITIBANK	POSTAGE REIMBURSEMENT	\$627.49	\$627.49
Division 1 Total					\$42,343.92

Division: 3

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
211862	231-3003-511.40-11	HARRIS TRUST & SAVINGS BANK	AMAZON.COM AMZN.COM/BI	\$159.00	\$388.77
			AMAZON.COM AMZN.COM/BI	\$229.77	

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
211882	231-3003-511.40-11	LEADSONLINE LLC	SOFTWARE RENEWAL	\$6,688.00	\$6,688.00
211891	231-3003-511.40-01	MASTER HITCH INC	HITCH INSTALLATION	\$314.95	\$314.95
211906	231-3003-511.40-01	NE MULTI REGIONAL TRAINING INC	REGISTRATION	\$498.00	\$498.00
211936	231-3003-511.40-01	SCIENTIFIC ANIMAL FEEDS AND NEEDS	CANINE UNIT PROGRAM	\$69.78	\$206.22
			CANINE UNIT PROGRAM	\$62.99	
			CANINE UNIT PROGRAM	\$73.45	
Division 3 Total					\$8,095.94
Department 30 Total					\$50,439.86

WARRANT REGISTER - GM0002**Department: 35 Fire****Division: 1**

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
211793	101-3501-512.31-85	AIR ONE EQUIPMENT	TOOLS-FIRE RESCUE	\$132.15	\$814.67
			TOOLS-FIRE RESCUE	\$274.82	
			TOOLS-FIRE RESCUE	\$407.70	
211862	101-3501-512.22-02	HARRIS TRUST & SAVINGS BANK	4TE*EMT BASIC INITAL F	\$1.00	\$82.00
			4TE*IDPH EMS HWYSAFETY	\$40.00	
	101-3501-512.22-03	HARRIS TRUST & SAVINGS BANK	BP#9725482BB CONVENGPS	\$62.11	\$117.78
			CRACKER BARREL #122 GU	\$55.67	
	101-3501-512.31-60	HARRIS TRUST & SAVINGS BANK	ULINE *SHIP SUPPLIES	\$34.55	\$34.55
	101-3501-512.31-65	HARRIS TRUST & SAVINGS BANK	AMAZON MKTPLACE PMTS	\$7.49	\$2,085.79
			AMAZON MKTPLACE PMTS	\$50.40	
			AMAZON MKTPLACE PMTS	\$59.53	
			AMZ*SMART SIGN	\$14.49	
			NPI/RAM MOUNTS	\$650.57	
			NPI/RAM MOUNTS	\$1,303.31	
211876	101-3501-512.30-35	JG UNIFORMS	CLOTHING & APPAREL	\$620.00	\$1,277.95
			CLOTHING & APPAREL	\$134.00	
			CLOTHING & APPAREL	\$201.00	
			CLOTHING & APPAREL	\$6.95	
			CLOTHING & APPAREL	\$250.00	
			CLOTHING & APPAREL	\$66.00	
211886	101-3501-512.22-02	MABAS DIVISION #1	2018 DUES	\$5,000.00	\$5,000.00

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
211894	101-3501-512.30-35	MUNICIPAL EMERGENCY SERVICES	CLOTHING & APPAREL	\$1,209.38	\$1,209.38
211896	101-3501-512.22-02	METROPOLITAN FIRE CHIEFS ASSN	DUES	\$80.00	\$80.00
211909	101-3501-512.30-05	OFFICE DEPOT	OFFICE SUPPLIES	\$54.11	\$54.11
211917	101-3501-512.33-50	PHYSIO CONTROL INC	MEDICAL SUPPLIES	\$493.64	\$493.64
211921	101-3501-512.31-60	R H MEDICAL	MEDICAL SUPPLIES	\$141.00	\$141.00
211926	101-3501-512.22-03	DAVID ROBERTS	TUITION REIMBURSEMENT	\$660.00	\$660.00
211940	101-3501-512.21-07	SHERWIN ACE HARDWARE	HARDWARE SUPPLIES	\$8.97	\$8.97
	101-3501-512.31-65	SHERWIN ACE HARDWARE	HARDWARE SUPPLIES	\$17.98	\$17.98
211952	101-3501-512.22-10	SUMMIT PRINT SOLUTIONS	BUSINESS CARDS	\$187.50	\$187.50
211967	101-3501-512.21-65	VERIZON WIRELESS	ACCT 44205897800001	\$772.51	\$772.51
211979	101-3501-512.22-15	XEROX CORPORATION	OFFICE MACHINES & ACCESS	\$26.00	\$104.00
			OFFICE MACHINES & ACCESS	\$26.00	
			OFFICE MACHINES & ACCESS	\$26.00	
			OFFICE MACHINES & ACCESS	\$26.00	
901332	101-3501-512.22-05	CITIBANK	POSTAGE REIMBURSEMENT	\$50.09	\$50.09
Division 1 Total					\$13,191.92
Department 35 Total					\$13,191.92

WARRANT REGISTER - GM0002**Department: 40 Planning****Division: 1**

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
2139	263-4001-571.50-25	EMIL BERTOLOZZI	WELL CAPPING REIMBURSE	\$1,273.00	\$1,273.00
211836	101-4001-521.40-40	COSTAR REALTY INFORMATION INC	SUBSCRIPTION/ PUBLICATIONS	\$790.03	\$790.03
211861	264-4001-571.50-30	HAMPTON LENZINI & RENWICK INC	SERVICE CONSULTING	\$1,353.73	\$1,353.73
	401-4001-571.50-30	HAMPTON LENZINI & RENWICK INC	SERVICE CONSULTING	\$616.77	\$616.77
211862	101-4001-521.21-65	HARRIS TRUST & SAVINGS BANK	APL* ITUNES.COM/BILL	\$0.99	\$0.99
211883	101-4001-521.21-65	LEGRAND REPORTING & VIDEO SERVICES	TRANSCRIPTS	\$795.45	\$1,369.75
			TRANSCRIPTS	\$162.45	
			TRANSCRIPTS	\$411.85	
211905	101-4001-521.22-02	NATL TRUST FOR HISTORICAL PRESERV	DUES	\$30.00	\$30.00
211912	101-4001-521.22-01	PADDOCK PUBLICATIONS INC	ADVERTISING	\$87.75	\$338.85
			ADVERTISING	\$76.95	
			ADVERTISING	\$87.75	
			ADVERTISING	\$86.40	
211916	101-4001-521.30-05	PETTY CASH	SUPPLIES	\$11.59	\$11.59
211962	101-4001-521.21-65	VERIZON WIRELESS	ACCT 38042002700001	\$102.02	\$102.02
211979	101-4001-521.22-15	XEROX CORPORATION	OFFICE MACHINES & ACCESS	\$37.96	\$75.92
			OFFICE MACHINES & ACCESS	\$37.96	
901332	101-4001-521.22-05	CITIBANK	POSTAGE REIMBURSEMENT	\$78.51	\$78.51
Division 1 Total					\$6,041.16
Department 40 Total					\$6,041.16

WARRANT REGISTER - GM0002

Department: 41 Community Devl Block Grnt

Division: 1

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
211912	215-4101-522.41-02	PADDOCK PUBLICATIONS INC	ADVERTISING	\$72.90	\$72.90
				Division 1 Total	\$72.90
				Department 41 Total	\$72.90

WARRANT REGISTER - GM0002**Department: 45 Building****Division: 1**

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
211857	101-4501-523.20-05	GOVTEMPSUSA LLC	SERVICE PROFESSIONAL	\$1,239.70	\$1,239.70
211862	101-4501-523.22-03	HARRIS TRUST & SAVINGS BANK	NFPA NATL FIRE PROTECT	\$127.56	\$1,607.56
			PAYPAL *PIERICOMPAN	\$85.00	
			UWEX REGISTRATION	\$1,395.00	
211960	101-4501-523.21-65	VERIZON WIRELESS	ACCT 54209747800002	\$144.04	\$144.04
211969	101-4501-523.21-65	VERIZON WIRELESS	ACCT 54209747800001	\$350.91	\$350.91
211979	101-4501-523.22-15	XEROX CORPORATION	OFFICE MACHINES & ACCESS	\$85.00	\$137.00
			OFFICE MACHINES & ACCESS	\$26.00	
			OFFICE MACHINES & ACCESS	\$26.00	
901332	101-4501-523.22-05	CITIBANK	POSTAGE REIMBURSEMENT	\$80.63	\$80.63
Division 1 Total					\$3,559.84

Division: 2

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
211805	101-4502-523.20-25	ARLINGTON CENTER FOR RECOVERY	COUNSELING	\$560.00	\$560.00
211807	101-4502-523.41-16	ARLINGTON HTS PARK DISTRICT	CAP CHILDREN AT PLAY	\$24.00	\$2,366.88
			CAP CHILDREN AT PLAY	\$34.00	
			CAP CHILDREN AT PLAY	\$2,308.88	
211862	101-4502-523.21-65	HARRIS TRUST & SAVINGS BANK	J2 *MYFAX SERVICES	\$10.00	\$10.00
	101-4502-523.22-02	HARRIS TRUST & SAVINGS BANK	NASW ONLINE	\$225.00	\$225.00
	101-4502-523.22-03	HARRIS TRUST & SAVINGS BANK	ILLINOIS ENVIRONMENTAL	\$280.00	\$280.00
	101-4502-523.33-05	HARRIS TRUST & SAVINGS BANK	OTC BRANDS, INC.	\$101.48	\$101.48

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
211867	401-4502-572.50-10	HENRICKSEN & COMPANY INC	FURNITURE, OFFICE	\$2,313.86	\$2,570.42
			SHIPPING/DELIVERY SERVICE	\$256.56	
211877	101-4502-523.20-25	KATOR LCSW, ANNE	COUNSELING	\$123.50	\$123.50
211916	101-4502-523.22-03	PETTY CASH	TRAINING	\$12.30	\$12.30
211949	101-4502-523.21-65	STACY SHEIN STAPLETON	INTERPRETING SERVICES	\$90.00	\$90.00
211966	101-4502-523.21-65	VERIZON WIRELESS	ACCT 88556712200001	\$178.98	\$178.98
211979	101-4502-523.22-15	XEROX CORPORATION	OFFICE MACHINES & ACCESS	\$85.00	\$85.00
901332	101-4502-523.22-05	CITIBANK	POSTAGE REIMBURSEMENT	\$835.48	\$835.48
Division 2 Total					\$7,439.04

Division: 3

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
211796	101-4503-523.22-40	AMERICAN CHARGE SERVICE	TAXI PROGRAM	\$30.00	\$30.00
211816	101-4503-523.21-65	BUFFALO GROVE PARK DISTRICT	PRESENTATIONS	\$400.00	\$400.00
211817	101-4503-523.21-65	BUFFALO GROVE PARK DISTRICT	PRESENTATIONS	\$150.00	\$150.00
211862	101-4503-523.21-65	HARRIS TRUST & SAVINGS BANK	VOLGISTICS INC	\$61.00	\$73.99
			AMAZON MKTPLACE PMTS	\$12.99	
	101-4503-523.22-40	HARRIS TRUST & SAVINGS BANK	CHI TAXI 9999+1	\$3.00	\$3.00
	101-4503-523.30-05	HARRIS TRUST & SAVINGS BANK	AMAZON MKTPLACE PMTS W	\$26.48	\$26.48
	101-4503-523.31-65	HARRIS TRUST & SAVINGS BANK	SAMSCLUB.COM	\$399.92	\$479.91
			BESTBUYCOM805537052036	\$79.99	
211909	101-4503-523.31-65	OFFICE DEPOT	OFFICE SUPPLIES	\$51.60	\$51.60
211914	101-4503-523.31-65	PESCHES FLOWER SHOP	FLOWERS	\$764.98	\$764.98
211915	101-4503-523.21-65	JAMES PETERSON	VOLUNTEER LUNCHEON	\$250.00	\$250.00

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
211979	101-4503-523.22-15	XEROX CORPORATION	OFFICE MACHINES & ACCESS	\$18.60	\$18.60
901332	101-4503-523.22-05	CITIBANK	POSTAGE REIMBURSEMENT	\$177.67	\$177.67
				Division 3 Total	\$2,426.23
				Department 45 Total	\$13,425.11

WARRANT REGISTER - GM0002**Department: 50 Engineering****Division: 1**

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
211890	101-5001-524.22-03	MASSARELLI JAMES	AWWA ANNUAL WATERCON	\$160.00	\$160.00
211916	101-5001-524.22-03	PETTY CASH	TRAINING	\$0.83	\$0.83
211972	101-5001-524.21-65	VERIZON WIRELESS	ACCT 98547850100002	\$1,171.90	\$1,171.90
211979	101-5001-524.22-15	XEROX CORPORATION	RENTAL/LEASE EQUIPMENT	\$85.00	\$85.00
901332	101-5001-524.22-05	CITIBANK	POSTAGE REIMBURSEMENT	\$54.52	\$54.52
				Division 1 Total	\$1,472.25
				Department 50 Total	\$1,472.25

WARRANT REGISTER - GM0002**Department: 71 Public Works****Division: 1**

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
211792	101-7101-531.31-75	ADDISON BUILDING MATERIAL CO	STREET LIGHT SUPPLY	\$58.17	\$154.21
			STREET LIGHT SUPPLY	\$96.04	
	101-7101-531.31-80	ADDISON BUILDING MATERIAL CO	SIGN SHOP SUPPLY	\$34.40	\$34.40
211794	101-7101-531.31-65	ALEXANDER EQUIPMENT CO INC	HARDWARE SUPPLIES	\$31.90	\$31.90
211795	401-7101-571.50-20	AMAZON COM CAPITAL SERVICES	HARDWARE SUPPLIES	\$116.40	\$116.40
211797	101-7101-531.21-11	AMERICAN DOOR & DOCK	SERVICE BLDG MAINT	\$649.26	\$1,817.55
			SERVICE BLDG MAINT	\$628.56	
			SERVICE BLDG MAINT	\$539.73	
211801	101-7101-531.31-65	ANDAX	SERVICE BLDG MAINT	\$324.39	\$324.39
211809	101-7101-531.22-70	AT & T	ACCT 217S667106106	\$3,649.50	\$3,649.50
211813	101-7101-531.21-02	BERKHEIMER CO INC	SERVICE BLDG MAINT	\$940.17	\$940.17
	101-7101-531.31-55	BERKHEIMER CO INC	SERVICE BLDG MAINT	\$23.00	\$23.00
211814	101-7101-531.30-39	BP	GAS	\$100.71	\$100.71
211818	101-7101-531.31-65	BUSHNELL INC	HARDWARE SUPPLIES	\$1,113.18	\$1,113.18
211823	426-7101-571.50-25	CDM SMITH INC	SERVICE CONSULTING	\$3,812.00	\$3,812.00
211824	101-7101-531.21-02	CHARLES EQUIPMENT CO	SERVICE BLDG MAINT	\$2,700.00	\$2,700.00
211826	101-7101-531.21-11	CINTAS CORP	MATS	\$102.87	\$102.87
	101-7101-531.30-35	CINTAS CORP	MATS	\$54.57	\$54.57
211828	101-7101-531.22-70	COMCAST CABLE	INTERNET	\$21.09	\$160.94
			INTERNET	\$139.85	

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
211830	101-7101-531.21-50	COMMONWEALTH EDISON COMPANY	ACCT 0211092232	\$1,005.73	\$1,005.73
211834	101-7101-531.21-50	CONSTELLATION NEW ENERGY INC	CUST ID IL47953	\$615.02	\$615.02
211840	101-7101-531.21-11	CUSTOM INSTALLATIONS	SERVICE BLDG MAINT	\$1,285.83	\$1,285.83
	401-7101-571.50-20	CUSTOM INSTALLATIONS	SERVICE BLDG MAINT	\$230.94	\$230.94
211843	101-7101-531.21-02	DYNAMIC HEATING & PIPING CO	SERVICE BLDG MAINT	\$2,638.25	\$2,638.25
211851	426-7101-571.50-25	TIMOTHY FONTANA	ENHANCED SEWER REBATE	\$9,224.25	\$9,224.25
211856	101-7101-531.22-03	CHESTER GORECKI	TRAVEL ADVANCE	\$1,012.69	\$1,012.69
211858	101-7101-531.31-65	GRAINGER W W INC	HARDWARE SUPPLIES	\$382.52	\$382.52
211860	101-7101-531.21-02	GREAT LAKES FIRE AND SAFETY	SERVICE BLDG MAINT	\$318.00	\$1,272.00
			SERVICE BLDG MAINT	\$318.00	
			SERVICE BLDG MAINT	\$318.00	
			SERVICE BLDG MAINT	\$318.00	
211863	101-7101-531.21-02	HAYES MECHANICAL	SERVICE BLDG MAINT	\$843.35	\$6,622.60
			SERVICE BLDG MAINT	\$1,444.20	
			SERVICE BLDG MAINT	\$432.37	
			SERVICE BLDG MAINT	\$1,398.26	
			SERVICE BLDG MAINT	\$2,504.42	
211866	101-7101-531.21-55	HENDRICKSEN ROBERT W COMPANY	LANDSCAPING	\$11,476.00	\$11,476.00
211872	101-7101-531.21-02	IMAGE SYSTEMS & BUSINESS SOLUTIONS	PRINT SERVICE	\$390.21	\$390.21
211873	101-7101-531.31-90	INDUSTRIAL SYSTEMS LTD	STREET/SIDEWALK SUPPLIES	\$3,010.01	\$9,034.03
			STREET/SIDEWALK SUPPLIES	\$3,004.66	
			STREET/SIDEWALK SUPPLIES	\$3,019.36	
211874	101-7101-531.21-11	INTL EXTERMINATORS INC	PEST CONTROL	\$682.00	\$682.00

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
211880	101-7101-531.21-02	KOOL TECHNOLOGIES INC	SERVICE BLDG MAINT	\$1,121.37	\$1,121.37
211885	101-7101-531.31-55	LOWES COMMERCIAL SERVICES	HARDWARE SUPPLIES	\$10.23	\$0.58
			HARDWARE SUPPLIES	(\$9.65)	
	101-7101-531.31-65	LOWES COMMERCIAL SERVICES	HARDWARE SUPPLIES	\$9.48	\$9.48
	101-7101-531.31-80	LOWES COMMERCIAL SERVICES	HARDWARE SUPPLIES	\$24.37	\$24.37
	101-7101-531.31-85	LOWES COMMERCIAL SERVICES	HARDWARE SUPPLIES	\$154.80	\$298.97
			HARDWARE SUPPLIES	\$38.00	
			HARDWARE SUPPLIES	\$106.17	
	101-7101-531.31-90	LOWES COMMERCIAL SERVICES	HARDWARE SUPPLIES	\$170.13	
211889	426-7101-571.50-25	MANHARD CONSULTING	MS4 PERMIT WORK	\$320.00	\$320.00
211893	101-7101-531.21-62	MERCPAK INC	HARDWARE SUPPLIES	\$600.00	\$600.00
211897	101-7101-531.31-65	MICHAEL TODD & CO	HARDWARE SUPPLIES	\$184.46	\$184.46
211898	101-7101-531.21-02	MID AMERICAN ELEVATOR CO INC	ELEVATOR REPAIR	\$362.00	\$362.00
211902	101-7101-531.33-05	MUNICIPAL MARKING DIST INC	HARDWARE SUPPLIES	\$858.00	\$858.00
211909	101-7101-531.30-05	OFFICE DEPOT	OFFICE SUPPLIES	\$31.68	\$63.74
			OFFICE SUPPLIES	\$7.21	
			OFFICE SUPPLIES	\$8.58	
			OFFICE SUPPLIES	\$16.27	
211911	101-7101-531.31-90	OZINGA READY MIX CONCRETE INC	STREET/SIDEWALK SUPPLIES	\$1,555.20	\$1,555.20
211916	101-7101-531.31-55	PETTY CASH	SUPPLIES	\$20.17	\$20.17
	101-7101-531.31-65	PETTY CASH	PHONE CASE	\$21.99	\$21.99

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
211920	401-7101-571.50-30	QT SIGNS	SERVICE PROFESSIONAL	\$9,558.00	\$9,558.00
211923	401-7101-572.50-15	RADICOM	REPAIR SERVICE EQUIPMENT	\$13,795.00	\$13,795.00
211925	101-7101-531.30-39	RKA PETROLEUM COMPANIES INC	FUEL,OIL,GREASE, & LUBES	\$17,305.04	\$17,305.04
211940	101-7101-531.31-55	SHERWIN ACE HARDWARE	HARDWARE SUPPLIES	\$3.99	\$3.99
211941	101-7101-531.31-80	SIGN OUTLET	SIGN SHOP SUPPLIES	\$149.92	\$149.92
211942	101-7101-531.21-02	SIMPLEXGRINNEL	SERVICE BLDG MAINT	\$1,298.00	\$1,298.00
211943	101-7101-531.22-02	GIOVANNI SOTTILE	CDL REIMBURSEMENT	\$50.00	\$50.00
211944	401-7101-571.50-20	SOUND INCORPORATED	VISUAL EQUIPMENT/SUPPLIES	\$19,652.00	\$19,652.00
211948	101-7101-531.31-55	STANDARD PIPE & SUPPLY INC	HARDWARE SUPPLIES	\$203.15	\$203.15
211953	101-7101-531.31-75	SUNRISE ELECTRIC SUPPLY	STREET LIGHT SUPPLIES	\$7,910.34	\$10,547.12
			STREET LIGHT SUPPLIES	\$2,636.78	
211956	101-7101-531.22-10	TOTAL PRINT SOLUTIONS	PRINT SERVICE	\$99.00	\$99.00
211976	101-7101-531.20-05	WILSON CONSULTING	SERVICE PROFESSIONAL	\$375.00	\$375.00
211977	101-7101-531.22-02	WOLFGAM JOE	CDL REIMBURSEMENT	\$50.00	\$50.00
211979	101-7101-531.22-15	XEROX CORPORATION	OFFICE MACHINES & ACCESS	\$14.13	\$14.13
801716	101-7101-531.21-50	NICOR	ACCT 06802945268	\$24.76	\$11,993.55
			ACCT 15839647334	\$543.55	
			ACCT 19426400008	\$94.31	
			ACCT 25422686599	\$3,244.35	
			ACCT 28178600004	\$495.39	
			ACCT 38096400007	\$1,133.33	
			ACCT 38178600003	\$502.19	
			ACCT 40178600009	\$211.90	

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
801716	101-7101-531.21-50	NICOR	ACCT 53278600001	\$2,330.41	\$11,993.55
			ACCT 58401600000	\$740.75	
			ACCT 72489260108	\$177.88	
			ACCT 94830700004	\$653.00	
			ACCT 97034457784	\$1,841.73	
801717	101-7101-531.21-50	COMMONWEALTH EDISON COMPANY	ACCT 0002031003	\$31.55	\$16,950.35
			ACCT 2278061084	\$285.44	
			ACCT 4286290000	\$796.35	
			ACCT 4321662000	\$1,856.10	
			ACCT 7363016029	\$13,980.91	
801718	101-7101-531.22-70	AT & T	ACCT 84725334382001	\$87.27	\$3,364.83
			ACCT 84725535058159	\$2,110.93	
			ACCT 84734215365273	\$42.12	
			ACCT 84739208661733	\$44.43	
			ACCT 84739271083278	\$42.12	
			ACCT 84739420624707	\$42.12	
			ACCT 84739443682112	\$42.12	
			ACCT 84739893361501	\$55.80	
			ACCT 84739893901330	\$16.05	
			ACCT 84759391411742	\$12.30	
			ACCT 84779713213488	\$42.12	
			ACCT 847R1902892011	\$827.45	
901332	101-7101-531.22-05	CITIBANK	POSTAGE REIMBURSEMENT	\$17.39	\$17.39

Check Date: 4-15-2018

Wednesday, April 11, 2018

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
				Division 1 Total	\$172,044.79
				Department 71 Total	\$172,044.79

WARRANT REGISTER - GM0002**Department: 72 Water and Sewer****Division: 1**

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
211795	505-7201-561.30-05	AMAZON COM CAPITAL SERVICES	OFFICE SUPPLIES	\$19.50	\$19.50
	505-7201-561.30-35	AMAZON COM CAPITAL SERVICES	OFFICE SUPPLIES	\$19.41	\$19.41
	505-7201-561.31-65	AMAZON COM CAPITAL SERVICES	OFFICE SUPPLIES	\$13.99	\$63.98
			OFFICE SUPPLIES	\$49.99	
211800	505-7201-561.22-03	AMERICAN WATER WORKS ASSN	TRAINING	\$168.00	\$618.00
			TRAINING	\$450.00	
211824	505-7201-561.21-20	CHARLES EQUIPMENT CO	HARDWARE SUPPLIES	\$2,700.00	\$2,700.00
211828	505-7201-561.22-70	COMCAST CABLE	INTERNET	\$2.10	\$2.10
211831	505-7201-561.21-50	COMMONWEALTH EDISON COMPANY	ACCT 0705092066	\$203.19	\$203.19
211833	505-7201-561.21-50	CONSTELLATION NEW ENERGY INC	CUST ID IL47953	\$487.97	\$487.97
211835	505-7201-561.21-02	CORRECT TEK COPIER SERVICE	OFFICE MACHINES & ACCESS	\$461.50	\$461.50
211864	505-7201-561.21-35	HBK WATER METER SERVICE INC	WATER SEWER SYSTEM SUPPLY	\$4,007.64	\$4,007.64
	505-7201-561.31-02	HBK WATER METER SERVICE INC	WATER SEWER SYSTEM SUPPLY	\$8,688.96	\$8,688.96
211869	505-7201-561.22-03	HORNDASCH TODD	WATERCON CONFERENCE	\$18.03	\$18.03
211872	505-7201-561.21-02	IMAGE SYSTEMS & BUSINESS SOLUTIONS	OFFICE MACHINES & ACCESS	\$312.00	\$312.00
211885	505-7201-561.31-65	LOWES COMMERCIAL SERVICES	HARDWARE SUPPLIES	\$32.75	\$32.75
211902	505-7201-561.33-05	MUNICIPAL MARKING DIST INC	HARDWARE SUPPLIES	\$715.00	\$715.00
211903	505-7201-561.22-03	JEFF MUSINSKI	STATE SEMINAR	\$9.86	\$9.86
211909	505-7201-561.30-05	OFFICE DEPOT	OFFICE SUPPLIES	\$16.70	\$213.03
			OFFICE SUPPLIES	\$35.33	

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
211909	505-7201-561.30-05	OFFICE DEPOT	OFFICE SUPPLIES	\$49.47	\$213.03
			OFFICE SUPPLIES	\$111.53	
211916	505-7201-561.22-03	PETTY CASH	TRAINING	\$20.00	\$20.00
211948	505-7201-561.31-55	STANDARD PIPE & SUPPLY INC	HARDWARE SUPPLIES	\$117.30	\$117.30
211951	505-7201-561.20-05	SUBURBAN LABORATORIES INC	WATER SAMPLES	\$2,021.50	\$2,021.50
211954	505-7201-561.21-35	TAYLOR PLUMBING	SERVICE METER	\$13,213.63	\$22,925.79
			SERVICE METER	\$9,712.16	
211974	505-7201-561.31-07	WATER PRODUCTS CO	WATER SEWER SYSTEM SUPPLY	\$1,120.04	\$1,120.04
801715	505-7201-561.21-50	CONSTELLATION NEW ENERGY INC	CUST ID IL47953	\$6,823.24	\$26,851.60
			CUST ID IL47953	\$1,725.30	
			CUST ID IL47953	\$1,921.89	
			CUST ID IL47953	\$8,833.21	
			CUST ID IL47953	\$3,406.74	
			CUST ID IL47953	\$4,141.22	
801716	505-7201-561.21-50	NICOR	ACCT 04055600003	\$113.52	\$776.47
			ACCT 05850400002	\$69.42	
			ACCT 16797600000	\$86.01	
			ACCT 42567835683	\$25.74	
			ACCT 58544400003	\$69.08	
			ACCT 76830700001	\$326.25	
			ACCT 90920700003	\$86.45	
801717	505-7201-561.21-50	COMMONWEALTH EDISON COMPANY	ACCT 0111076085	\$188.57	\$460.50
			ACCT 0368380009	\$34.76	

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
801717	505-7201-561.21-50	COMMONWEALTH EDISON COMPANY	ACCT 0684023014	\$135.08	\$460.50
			ACCT 1092085063	\$102.09	
801718	505-7201-561.22-70	AT & T	ACCT 84725301748135	\$44.17	\$1,148.81
			ACCT 84759021056118	\$927.89	
			ACCT 84759080850047	\$176.75	
Division 1 Total					\$74,014.93
Department 72 Total					\$74,014.93

WARRANT REGISTER - GM0002**Department: 73 Parking****Division: 1**

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
211845	235-7301-532.21-11	ECO CLEAN MAINTENANCE INC	SERVICE BLDG MAINT	\$453.84	\$453.84
211958	235-7301-532.21-40	UNION PACIFIC RAILROAD	LOT P Q1 PAYMENT	\$4,296.81	\$4,296.81
801717	235-7301-532.21-50	COMMONWEALTH EDISON COMPANY	ACCT 4643715006	\$24.33	\$112.54
			ACCT 5231622008	\$88.21	
Division 1 Total					\$4,863.19

Division: 2

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
211845	235-7302-532.21-11	ECO CLEAN MAINTENANCE INC	SERVICE BLDG MAINT	\$1,437.16	\$1,437.16
801715	235-7302-532.21-50	CONSTELLATION NEW ENERGY INC	CUST ID IL47953	\$4,350.04	\$4,350.04
801718	235-7302-532.21-50	AT & T	ACCT 84725309782425	\$138.61	\$138.61
Division 2 Total					\$5,925.81

Division: 3

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
211845	235-7303-532.21-11	ECO CLEAN MAINTENANCE INC	SERVICE BLDG MAINT	\$1,437.16	\$1,437.16
801715	235-7303-532.21-50	CONSTELLATION NEW ENERGY INC	CUST ID IL47953	\$2,770.60	\$2,770.60
801716	235-7303-532.21-50	NICOR	ACCT 12690400002	\$25.21	\$25.21
Division 3 Total					\$4,232.97

Division: 4

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
211845	235-7304-532.21-11	ECO CLEAN MAINTENANCE INC	SERVICE BLDG MAINT	\$453.84	\$453.84

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
801715	235-7304-532.21-50	CONSTELLATION NEW ENERGY INC	CUST ID IL47953	\$4,907.06	\$4,907.06
801716	235-7304-532.21-50	NICOR	ACCT 92296400002	\$84.83	\$84.83
				Division 4 Total	\$5,445.73
				Department 73 Total	\$20,467.70

WARRANT REGISTER - GM0002**Department: 75 Municipal Fleet Services****Division: 1**

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
211804	621-7501-551.21-07	ARLINGTON CAR WASH & DETAIL	VEH MAINTENANCE SUPPLY	\$14.95	\$14.95
211806	621-7501-551.21-07	ARLINGTON HTS FORD INC	VEH MAINTENANCE SUPPLY	\$2,673.43	\$2,673.43
	621-7501-551.31-51	ARLINGTON HTS FORD INC	VEH MAINTENANCE SUPPLY	\$104.86	\$173.54
			VEH MAINTENANCE SUPPLY	\$68.68	
211812	621-7501-551.31-51	BATTERIES PLUS LLC	BATTERIES	\$20.25	\$67.50
			BATTERIES	\$47.25	
	621-7501-551.31-65	BATTERIES PLUS LLC	BATTERIES	\$47.26	\$47.26
211815	621-7501-551.31-51	BRISTOL HOSE & FITTING INC	VEH MAINTENANCE SUPPLY	\$13.36	\$13.36
211819	621-7501-551.31-51	CAR QUEST	VEH MAINTENANCE SUPPLY	\$16.54	\$638.29
			VEH MAINTENANCE SUPPLY	\$73.92	
			VEH MAINTENANCE SUPPLY	\$127.37	
			VEH MAINTENANCE SUPPLY	\$37.04	
			VEH MAINTENANCE SUPPLY	\$5.18	
			VEH MAINTENANCE SUPPLY	\$102.02	
			VEH MAINTENANCE SUPPLY	\$13.79	
			VEH MAINTENANCE SUPPLY	\$47.95	
			VEH MAINTENANCE SUPPLY	(\$8.45)	
			VEH MAINTENANCE SUPPLY	\$33.79	
			VEH MAINTENANCE SUPPLY	\$41.84	
			VEH MAINTENANCE SUPPLY	\$35.12	
			VEH MAINTENANCE SUPPLY	\$11.17	

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
211819	621-7501-551.31-51	CAR QUEST	VEH MAINTENANCE SUPPLY	\$3.50	\$638.29
			VEH MAINTENANCE SUPPLY	\$11.95	
			VEH MAINTENANCE SUPPLY	\$6.65	
			VEH MAINTENANCE SUPPLY	\$58.61	
			VEH MAINTENANCE SUPPLY	\$20.30	
211821	621-7501-551.31-51	CASSIDY TIRE & SERVICE	VEH MAINTENANCE SUPPLY	\$175.98	\$175.98
211822	621-7501-551.31-51	CATCHING FLUID POWER INC	VEH MAINTENANCE SUPPLY	\$23.19	\$23.19
211825	621-7501-551.31-51	CHICAGO PARTS AND SOUND LLC	VEH MAINTENANCE SUPPLY	(\$70.00)	\$359.03
			VEH MAINTENANCE SUPPLY	\$49.98	
			VEH MAINTENANCE SUPPLY	\$67.44	
			VEH MAINTENANCE SUPPLY	\$140.36	
			VEH MAINTENANCE SUPPLY	\$171.25	
211826	621-7501-551.30-35	CINTAS CORP	CLOTHING & APPAREL	\$54.58	\$54.58
211827	621-7501-551.21-36	CITY WELDING SALES & SERVICE	OXYGEN	\$211.74	\$211.74
211839	621-7501-551.21-07	CUMBERLAND SERVICENTER INC	VEH MAINTENANCE SUPPLY	\$1,150.00	\$1,150.00
211841	621-7501-551.31-51	DITCH WITCH OF ILLINOIS INC	VEH MAINTENANCE SUPPLY	\$84.95	\$84.95
211842	621-7501-551.31-51	DRIVETRAIN SERVICE AND COMPONENTS	VEH MAINTENANCE SUPPLY	\$82.18	\$82.18
211847	621-7501-551.31-51	EJ EQUIPMENT INCORPORATED	VEH MAINTENANCE SUPPLY	\$6,151.23	\$6,151.23
211852	621-7501-551.31-51	FOSTER COACH SALES INC	VEH MAINTENANCE SUPPLY	\$81.37	\$81.37
211855	621-7501-551.21-07	GLOBAL EMERGENCY PRODUCTS	VEH MAINTENANCE SUPPLY	\$7,393.65	\$7,393.65
	621-7501-551.31-51	GLOBAL EMERGENCY PRODUCTS	VEH MAINTENANCE SUPPLY	\$91.04	\$91.04
211870	621-7501-551.31-51	IL RECOVERY GROUP INC	VEH MAINTENANCE SUPPLY	\$265.35	\$265.35
211881	621-7501-551.31-51	LEACH ENTERPRISES INC	VEH MAINTENANCE SUPPLY	\$20.60	\$20.60

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
211881	621-7501-551.31-51	LEACH ENTERPRISES INC	VEH MAINTENANCE SUPPLY	(\$35.40)	\$20.60
			VEH MAINTENANCE SUPPLY	\$35.40	
211884	621-7501-551.31-51	LIEBOVICH STEEL & ALUMINUM CO	WELDING SUPPLIES	\$791.77	\$791.77
211888	621-7501-551.22-03	STEVE MADAY	ASE TESTING REIMBURSEMENT	\$159.00	\$159.00
211891	621-7501-551.31-51	MASTER HITCH INC	VEH MAINTENANCE SUPPLY	\$107.89	\$107.89
211899	621-7501-551.31-51	MIDWEST LUBE INC	VEH MAINTENANCE SUPPLY	\$416.52	\$416.52
211900	621-7501-551.21-07	MORTON GROVE AUTOMOTIVE WEST	VEH MAINTENANCE SUPPLY	\$265.00	\$265.00
211908	621-7501-551.21-07	NORTHWEST AUTO WASH	VEH MAINTENANCE SUPPLY	\$575.80	\$575.80
211909	621-7501-551.30-05	OFFICE DEPOT	OFFICE SUPPLIES	\$185.74	\$185.74
211910	621-7501-551.31-51	ORR & ORR INC	VEH MAINTENANCE SUPPLY	\$51.87	\$51.87
211918	621-7501-551.21-07	POMP'S TIRE SERVICE INC	VEH MAINTENANCE SUPPLY	\$1,135.76	\$1,135.76
	621-7501-551.31-51	POMP'S TIRE SERVICE INC	VEH MAINTENANCE SUPPLY	\$535.43	\$535.43
211922	621-7501-551.21-07	RACEWAY CARWASH	VEH MAINTENANCE SUPPLY	\$162.00	\$162.00
211924	621-7501-551.21-07	REX RADIATOR & WELDING CO	VEH MAINTENANCE SUPPLY	\$460.00	\$460.00
211928	621-7501-551.31-51	ROLAND MACHINERY CO	VEH MAINTENANCE SUPPLY	\$14.66	\$14.66
211932	621-7501-551.31-51	INTERSTATE BILLING SERVICE INC	VEH MAINTENANCE SUPPLY	\$92.84	\$198.00
			VEH MAINTENANCE SUPPLY	\$302.40	
			VEH MAINTENANCE SUPPLY	\$21.20	
			VEH MAINTENANCE SUPPLY	\$98.05	
			VEH MAINTENANCE SUPPLY	(\$271.60)	
			VEH MAINTENANCE SUPPLY	(\$98.05)	
			VEH MAINTENANCE SUPPLY	\$98.64	
			VEH MAINTENANCE SUPPLY	(\$127.68)	

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
211932	621-7501-551.31-51	INTERSTATE BILLING SERVICE INC	VEH MAINTENANCE SUPPLY	\$82.20	\$198.00
211933	621-7501-551.21-07	S & J AUTO BODY LTD	VEH MAINTENANCE SUPPLY	\$147.76	\$147.76
211935	621-7501-551.31-51	SAUBER MANUFACTURING CO	VEH MAINTENANCE SUPPLY	\$213.00	\$213.00
211937	621-7501-551.31-51	SCRUBBER CITY INC	VEH MAINTENANCE SUPPLY	\$185.07	\$541.21
			VEH MAINTENANCE SUPPLY	\$356.14	
211939	621-7501-551.31-51	SERVICE COMPONENTS	VEH MAINTENANCE SUPPLY	\$334.32	\$355.48
			VEH MAINTENANCE SUPPLY	\$21.16	
211945	621-7501-551.21-07	SPRING ALIGN	VEH MAINTENANCE SUPPLY	\$1,673.35	\$1,673.35
211947	401-7501-572.50-15	STANDARD EQUIPMENT CO	VEH MAINTENANCE SUPPLY	\$2,654.94	\$2,654.94
	621-7501-551.31-51	STANDARD EQUIPMENT CO	VEH MAINTENANCE SUPPLY	\$65.89	\$2,984.34
			VEH MAINTENANCE SUPPLY	\$2,359.22	
			VEH MAINTENANCE SUPPLY	\$464.14	
			VEH MAINTENANCE SUPPLY	\$95.09	
211950	621-7501-551.21-07	SUBURBAN ACCENTS INC	VEH MAINTENANCE SUPPLY	\$525.00	\$525.00
211975	621-7501-551.31-51	WENTWORTH TIRE SERVICE	VEH MAINTENANCE SUPPLY	\$791.92	\$1,976.58
			VEH MAINTENANCE SUPPLY	\$919.44	
			VEH MAINTENANCE SUPPLY	\$265.22	
Division 1 Total					\$35,904.32
Department 75 Total					\$35,904.32

WARRANT REGISTER - GM0002**Department: 80 Pensions****Division: 1**

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
901332	711-8001-631.22-05	CITIBANK	POSTAGE REIMBURSEMENT	\$51.23	\$51.23
				Division 1 Total	\$51.23
				Department 80 Total	\$51.23

WARRANT REGISTER - GM0002

Department: 90 Capital

Division: 13

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
211829	431-9013-571.50-25	COMCAST PROCESSING CENTER	ACCT 907065060	\$900.00	\$900.00
Division 13 Total					\$900.00
Department 90 Total					\$900.00

WARRANT REGISTER - GM0002**Department: 99 Non Operating****Division: 1**

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
211895	515-9901-525.40-83	METROPOLIS COMMERCIAL CONDO ASSN	CAM CHARGE	\$6,281.96	\$6,281.96
	515-9901-525.40-92	METROPOLIS COMMERCIAL CONDO ASSN	BUILDING RESERVE CHARGE	\$830.70	\$830.70
211904	101-9901-591.40-89	NAPLETONS HEIGHTS MOTORS INC	SALES TAX ABATEMENT	\$268,366.00	\$268,366.00
211927	101-9901-591.40-89	BOB ROHRMAN	SALES TAX ABATEMENT	\$92,372.00	\$92,372.00
Division 1 Total					\$367,850.66
Department 99 Total					\$367,850.66
TOTAL ALL FUNDS:					\$1,200,615.62



Item: Recognition of Buffalo Grove/Hersey/Wheeling Stampede Hockey Team

Department: Village Manager's Office

Recognition of Buffalo Grove/Hersey/Wheeling Stampede Hockey Team

Bid Section

Item:

Bid Opening Date:

Account Numbers:

Total Budget for Specific Item:

Bid Amount:

ATTACHMENTS:

Description	Type
BG-H-Wheeling Stampede Hockey Team	Presentation

**Village of Arlington Heights
Proclamation**

Buffalo Grove/Hersey/Wheeling Stampede Hockey Team

**2018 Illinois Blackhawk Cup
Combined Division State Champions**

WHEREAS, the Stampede Hockey Team includes student athletes from Buffalo Grove, Hersey, and Wheeling High Schools in District 214 and;

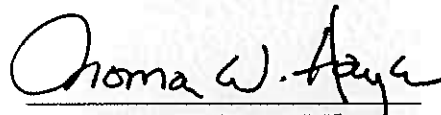
WHEREAS, the team competes in the Illinois High School Hockey League North Central Division and finished 46-15-4 for the season and 27-4-2 in Conference and;

WHEREAS, the Stampede Hockey Club maintains their successful hockey program by developing players throughout their high school hockey career with the outstanding support and commitment of their coaching staff and;

WHEREAS, the team's dedication, competitive team spirit, and overall talents contributed to their success in the league bringing them again to the State Championship game and;

WHEREAS, on March 24, the team won their second State Championship in 3 years at the United Center.

NOW, THEREFORE, I, Thomas W. Hayes, Mayor of Arlington Heights, along with the Arlington Heights Village Board of Trustees, do hereby offer congratulations to the Buffalo Grove/Hersey/Wheeling Stampede Hockey Team for their outstanding achievement.


Thomas W. Hayes, Mayor

Trustee Richard Baldino
Trustee Carol Blackwood
Trustee Thomas Glasgow
Trustee Robin LaBedz

Trustee Bert Rosenberg
Trustee John Scaletta
Trustee Michael J. Sidor
Trustee Jim Tinaglia

Presented April 16, 2018





Item: Underground Parking Garage Rehabilitation

Department: Public Works

The 2018 Capital Budget includes \$130,000 for Phase 4 of the Parking Structure Maintenance & Repair Program. Phase 4 of the program focuses on the Evergreen Underground Parking Garage built in 1998. In 2013, the Village inspected all of the parking structures for necessary repairs to extend the life of the parking structures.

In 2018, the Village requested bid proposal submittals for the maintenance and repair of the Evergreen Underground Parking Garage structure. The rehabilitation work will include concrete repairs, pavement striping, and door and stair repairs. We also included the lowering of the west first floor wall at the Vail Garage to eliminate a sight line hazard. We believe the wall at the Vail Garage was originally constructed higher to block headlights from shining into properties to the west of the Vail Garage. Once the addition over Highland Avenue was added to the Vail Garage the purpose of this wall was eliminated.

On April 10, 2018, five bids and were publicly opened and read aloud. The following bids were received:

<u>BIDDER</u>	<u>TOTAL BID</u>
J. Gill & Company South Holland, IL	\$94,740.00
JLJ Contracting Inc. Broadview, IL	\$116,570.00
Bulley & Andrews Chicago, IL	\$117,560.00
Hard Surface Finishers Wood Dale, IL	\$134,604.90
National Restoration Systems Rolling Meadows, IL	\$188,160.00

Walker Restoration has checked the bids and have stated that J. Gill and Company complies with the bidding requirements and recommends award. The Village has had past experience with J. Gill & Company, and concurs with Walker's recommended bid approval and award.

Staff will work with the Parking Committee regarding the notification of parking customers of the upcoming construction. Construction is expected to start in May.

RECOMMENDATION

It is recommended that the Village Board award a contract to the lowest responsible bidder, J. Gill & Company of South Holland, Illinois in an amount not-to-exceed \$94,740.00, and authorize execution of the necessary documents.

Bid Section

Item:	Underground Parking Garage Rehabilitation
Bid Opening Date:	April 10, 2018
Account Numbers:	235-7101-571.50-25 BL0006
Total Budget for Specific Item:	\$130,000
Bid Amount:	\$94,740.00



Item: Holiday Lighting Sets 2018

Department: Public Works

BACKGROUND

The 2018 Budget allocates \$42,000 for the purchase of holiday decorations and lights used for the Village's Holiday Lighting Program. The Village typically orders light sets off-season in order to obtain the best pricing.

Light Emitting Diode (LED) light kits are used by the Public Works Forestry Unit for decorating the downtown. LED lights use less power and last longer than previously used incandescent lights. Due to their longer lifespan, the Village is able to utilize the lights for multiple years prior to needing replacement.

On April 4, 2018, four bids were publicly opened and read aloud. The following bids were received:

<u>BIDDER</u>	<u>TOTAL BID PRICE</u>
Holiday Radiance LLC, Palatine, IL	\$24,160.00
McFarlane Douglass Burr Ridge, IL	\$28,659.80
Reinders Sussex, WI	\$31,710.00
Temple Display Ltd. Oswego, IL	\$39,290.00

Holiday Radiance LLC of Palatine, IL was the lowest bidder at a unit price of \$8.00 per set. The bid from Holiday Radiance LLC meets the bid specifications, and the Village has successfully worked with them in the past.

RECOMMENDATION

It is recommended that the Village Board award the Holiday Lights bid to the lowest, responsible bidder, Holiday Radiance LLC of Palatine, IL, for the purchase of LED light sets per unit bid price up to the approved budget amount, and authorize Staff to process the necessary documents.

Bid Section

Item: Holiday Lighting Sets 2018

Bid Opening Date:	April 4, 2018
Account Numbers:	101-7101-531.33-05
Total Budget for Specific Item:	\$42,000 (not to exceed)
Bid Amount:	per unit bid prices



Item: Sodium Chloride (Road Salt) Purchase 2018

Department: Public Works

The 2018 Public Works Operating Budget includes \$475,000 for the purchase of sodium chloride used in the Village's Snow & Ice Control Program. This year, Staff has again split our anticipated salt needs over two contracts.

One contract will be in cooperation with the State Office of Central Management Services (CMS) and the other will be an independent bid. Staff began this method of splitting our salt purchases after a salt shortage, in order to spread our risk and have two vendors under contract.

On April 9, 2018, the Village held a public bid opening where the following bids were opened and read aloud:

<u>Vendor</u>	<u>Unit Price</u>	<u>Alternate #1</u>
Detroit Salt Detroit, MI	\$66.06/ton	\$68.44/ton
Morton Salt Chicago, IL	\$68.75/ton	\$69.75/ton
Compass Minerals Overland Park, KS	\$82.72/ton	\$88.72/ton
Cargill North Olmsted, OH	\$89.47/ton	\$89.47/ton

The base bid was for delivery on or before 12/7/18 and used to fill the Village's dome before the season. Alternate #1 is used for additional salt deliveries as needed after 12/7/18.

RECOMMENDATION

It is recommended that the Village Board award a contract to Detroit Salt of Detroit, Michigan at the bid unit costs, with the understanding that the total amount expended for Road Salt from all vendors will not exceed the budgeted amount of \$475,000 and authorize Staff to execute the necessary documents.

Item:	Sodium Chloride (Road Salt) Purchase 2018
Bid Opening Date:	April 9, 2018
Account Numbers:	101-7101-531.31-90
Total Budget for Specific Item:	\$475,000
Bid Amount:	\$66.06/ton



Item: Fire Station #1 Alerting System

Department: Fire Department

The Fire Department is in the process of upgrading its fire station alerting system. The project is being done in stages, and the Fire Department would now like to upgrade the system at Fire Station 1.

The upgrades to the station alerting system will provide dispatch information faster to crews in the stations, automatic lighting and call details to each bunk area, and visual alerting in high noise areas of the stations. The Fire Department's response times can be improved by instantaneously alerting the right crews, in the right places, so they can respond more efficiently and with better information.

Northwest Central Dispatch System (NWCD) uses US Digital Designs' Phoenix G2 alerting network to dispatch information to our stations. NWCD has installed the control stations for the system in all four of our stations, which represents the largest cost of the process. The peripheral equipment we now want to purchase can only be purchased through US Digital.

Installation can be performed by US Digital or certified installation companies, however, we prefer to use US Digital because they are the experts in servicing and supporting their systems. In addition, if a problem arises, we won't have to determine if it is an installation or product issue. US Digital will be responsible for all of it.

The total cost for the upgrade of the system at Station 1 is \$59,534.26. The Foreign Fire Insurance Tax Board has agreed to fund \$15,000 from account 227-3701-512-5015 of the cost for this phase of the project. There is \$40,000 budgeted in account 401-3501-572-5015 EQ9502 for the Village's portion of this phase of the project. There are funds available in Account 401-3501-572.50-15 EQ9502 to cover the remaining \$4,534.26.

RECOMMENDATION

It is recommended that the Village Board waive formal bidding procedures and approve the purchase and installation of upgrades to the Station 1 alerting system from US Digital Designs of Tempe, AZ. The vendor has been determined to be responsible.

Bid Section

Item:

Bid Opening Date:

Account Numbers:

Total Budget for Specific Item:

Bid Amount:



Item: Ordinance - Code Amendment - Chapter 11

Department: Health/Legal

The Illinois Department of Public Health (IDPH) changed their Food Code in 2016 and is requiring all agencies conducting food inspections to adopt it as well. The implementation deadline was July 1, 2018, but was postponed to January 1, 2019. However, Staff had notified all foodservice operators in the Village that the new Code would take effect on July 1, 2018, and are prepared to begin on that date.

The Health Officers have been notifying the food establishments about the code changes for over two years. We have also been sending out special additions of our "Food News" newsletter to all establishments explaining the changes that will occur with the new code. We anticipate the inspections will take longer during the transition as the Health Officers will be spending more time educating operators. Food operators will have changes in their daily operations, but Environmental Health staff anticipate using the time between July, 2018 and January, 2019 to educate our establishments on the new Food Code during the inspections.

The IDPH Food Code requires a variance be obtained from the regulating Health Authority for special processes, such as preparing sushi rice or pickling for preservation. The variance application procedure and requirements are not actually contained in the IDPH Food Code but can be found in the Federal Food Code. Therefore, those sections are also proposed to be adopted.

RECOMMENDATION

It is recommended that the Village Board adopt the attached Ordinance Amending Section 11-201 of the Municipal Code adopting the Illinois Department of Public Health Food Service Sanitation Code and sections from the Federal Food Code.

Bid Section

Item:

Bid Opening Date:

Account Numbers:

Total Budget for Specific Item:

Bid Amount:

ATTACHMENTS:

Description

Code Amendment - Section 11-201

Type

Ordinance

AN ORDINANCE AMENDING CHAPTER 11
OF THE ARLINGTON HEIGHTS MUNICIPAL CODE

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

SECTION ONE: That Section 11-201, related to the adoption of the Illinois Department of Public Health Food Service Sanitation Code, of the Arlington Heights Municipal Code, is hereby amended as follows (the language being deleted is stricken and the language being added is highlighted):

Section 11-201 Adoption. There is hereby adopted by the Illinois Department of Public Health Food Service Sanitation Code, 77 Illinois Administrative Code 750, ~~as it was in effect on June 28, 2016,~~ effective June 29, 2016, as now or hereafter amended. In addition, Sections 8-103.10, 8-103.11, 8-103.12, 8-201.13 and 8-201.14 of the Federal Food Code, 2013, are hereby adopted.

SECTION TWO: 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 16th day of April, 2018.

Village President

ATTEST:

Village Clerk



Item: Ordinance - Planned Unit Development Amendment - Olympic Park Swim Center

Department: Planning/Legal

An Ordinance Amending Planned Unit Development Ordinance Numbers 78-019 and 03-036 and Granting a Special Use Permit and Variations from Chapter 28 of the Arlington Heights Municipal Code
(Olympic Park Swim Center, 660 N Ridge Ave)

Bid Section

Item:

Bid Opening Date:

Account Numbers:

Total Budget for Specific Item:

Bid Amount:

ATTACHMENTS:

Description	Type
Olympic Park Swim Center - PUD Amendment	Ordinance

**AN ORDINANCE AMENDING PLANNED UNIT DEVELOPMENT
ORDINANCE NUMBERS 78-019 AND 03-036 AND GRANTING
A SPECIAL USE PERMIT AND CERTAIN VARIATIONS FROM
CHAPTER 28 OF THE ARLINGTON HEIGHTS MUNICIPAL CODE**

WHEREAS, the President and Board of Trustees of the Village of Arlington Heights have heretofore passed and approved Ordinance Numbers 78-019 and 03-036 approving and amending a planned unit development for the property located at 660 N Ridge Ave, Arlington Heights, Illinois, commonly known as Olympic Park Swim Center; and

WHEREAS, on March 14, 2018, in Petition Number 18-002, the Plan Commission of the Village of Arlington Heights conducted a public hearing on a request to amend the Planned Unit Development to allow a building addition and site improvements, a special use permit to allow a “community center, recreation building” and for 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 recommendation of the Plan Commission and have determined that authorizing and granting said request, subject to certain conditions hereinafter described, is in the best interest of the Village,

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

SECTION ONE: The Planned Unit Development previously approved and amended by Ordinance Numbers 78-019 and 03-036 for the property legally described as:

Lots 8 and 9 in Block 16; Lots 1 through 19, both inclusive, and Lot 22 in Block 17; Lot 8 in Block 15, both inclusive, and Lots 24 through 27, both inclusive, in Block 8; all that part of vacated Hawthorne Street as shown on the Plat of Vacation thereof heretofore recorded in the Office of the Recorder of Deeds of Cook County, Illinois as Document Number 20833210, all that part of the vacated East and West public alley in Block 17 as shown on the Plat of Vacation thereof heretofore recorded in the Office of the Recorder of Deeds of Cook County, Illinois as Document Number 20833208; all that part of vacated Fernandez Avenue as shown on the Plat of Vacation thereof heretofore recorded in the

Office of Recorder of Deeds of Cook County, Illinois as Document Number 20833211; all that part of the vacated East and West public alley in Block 18 as shown on the Plat of Vacation thereof heretofore recorded in the Office of Recorder of Deeds of Cook County, Illinois as Document Number 20833209, excepting therefrom that part of the South half of said vacated public alley lying North of and adjoining Lots 16 through 19, both inclusive, in said Block 18; all as shown on the plat of R.A. Cepek's Arlington Ridge, being a subdivision of that part of the West half (except the East 33.0 feet thereof) of the Northeast quarter and of the South half of the Northwest quarter of Section 30, Township 42 North, Range 11, East of the Third Principal Meridian lying North of the Northeasterly line of the Northwest Highway, said Northeasterly line of highway being 66.0 feet Northeasterly of and parallel with the Northeasterly line of the Chicago & Northwestern Railway right-of-way, according to the plat of said subdivision registered in the Office of the Registrar of Titles of Cook County, Illinois on September 2, 1925, as Document Number LR 270771.

Also

Lots 8 through 16, both inclusive and Lots 17 and 18 in Block B; Lots 6 through 24, both inclusive, in Block C, all in the resubdivision of certain blocks and parts of blocks and vacated streets in R.A. Cepek's Arlington Ridge, being a subdivision of that part of the West half (except the east 33.0 feet thereof) of the Northeast quarter and of the South half of the Northwest quarter of Section 30, Township 42 North, Range 11, East of the Third Principal Meridian lying North of the Northeasterly line of the Northwest Highway, said Northeasterly line of highway being 66.0 feet Northeasterly of and parallel with the Northeasterly line of the Chicago & Northwestern Railway right-of-way, according to the plat of said resubdivision registered in the Office of the Registrar of Cook County, Illinois on May 27, 1946, as Document Number LR 110067.

P.I.N. 03-30-222-017, -034; 03-30-223-029, -030; 03-30-228-028, -029, -043, -044, -045; 03-30-229-038, -039, -040, -041

commonly known as 660 N Ridge Ave, Arlington Heights, Illinois, is hereby amended to allow a building addition and site improvements in substantial compliance with the following plans prepared by FGM Architects:

The following plans dated January 8, 2018 with revisions through February 9, 2018:

Basement Floor Plan-Existing, consisting of sheet A100;

First Floor Plan-Existing, consisting of sheet A110;

Proposed First Floor Plan-Base Bid, consisting of sheet A110A;

Proposed First Floor Plan-Alternate Bid #1, consisting of sheet A110B;

Proposed Second Floor Plan-Base Bid, consisting of sheet A120A;

Proposed Second Floor Plan-Alternate Bid #1, consisting of sheet A120B;

Existing Elevations, consisting of sheet A310;

Proposed Elevations-Base Bid, consisting of sheet A311;

Proposed Elevations-Alternate Bid #1, consisting of sheet A312;

Code Compliance Plan Basement Floor, consisting of sheet G1.0.2;

Code Compliance Plan First Floor-Base, consisting of sheet G1.0.3;
Code Compliance Plan Second Floor-Base, dated April 5, 2017 with revisions through February 9, 2018, consisting of sheet G1.0.4;
Code Compliance Plan-First Floor-Alternate, consisting of sheet G1.0.5;
Code Compliance Plan-Second Floor-Alternate, consisting of sheet G1.0.6;
Tree Inventory Plan, consisting of sheet L0.0.1;
Landscape Plan-Base Bid, consisting of sheet L0.0.2;
Enlarged Landscape Plan, consisting of sheet L0.0.3;
General Notes and Details, consisting of sheet L0.0.4;
Site Photometrics-Base Bid, consisting of sheets ESP-1 through ESP-9;

The following plans prepared by Gewalt Hamilton Associates, Inc., dated January 8, 2018 with revisions through February 9, 2018:

Title Sheet, consisting of sheet C1;
Demolition Plan, consisting of sheet C2;
Geometric Plan, consisting of sheet C3;
Utility Plan, consisting of sheet C4;
Grading Plan, consisting of sheet C5;
Demolition Plan, consisting of sheet C6;
MWRD General Notes, consisting of sheet C7;
Drainage Exhibit, consisting of sheet C8;
General Notes/Details, consisting of sheet C9;
Details, consisting of sheets C10 and C11;
Autoturn Exhibit, consisting of sheet C12;
Landbanked Parking Exhibit, dated January 8, 2018 with revisions through March 21, 2018, consisting of page C3-L,

copies of which are on file with the Village Clerk and available for public inspection.

SECTION TWO: That a special use permit to allow a “community center, recreation building,” is hereby 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 so as to permit development of the property in accordance with the plans submitted by the Petitioner, which variations are as follows:

1. A variation from Section 11.4, Schedule of Parking Requirements, to allow a reduction in the required amount of off-site parking spaces from 757 spaces to 291 spaces.
2. A variation from Section 6.13-3(b), Location of Fences-Side and Rear Yards, to allow an increase for the maximum fence height in a rear yard from five feet to ten feet.
3. A variation from Section 6.13-3(c), Location of Fences-Exterior Side Yards, to allow an increase for the maximum fence height in an exterior side yard from five feet to eight feet.

SECTION FOUR: That approval of the amendment to Planned Unit Development Ordinance Numbers 78-019 and 03-036, a special use permit, and variations from Chapter 28 of

the Arlington Heights Municipal Code granted by this Ordinance are subject to the following conditions, to which the Petitioner has agreed:

Parking Related:

1. The Park District shall take the following actions if it is determined, at the sole discretion of the Village of Arlington Heights, that there is a shortage of on-site parking spaces on the subject property:

- a. The Park District shall work with the Village to adjust scheduling so that major events do not overlap. This may include a reduction in the amount of programming that is allowed on the subject property.
- b. The Park District shall construct all landbanked parking stalls as identified in the plan prepared by Gewalt Hamilton Associates, Inc. within 90 days upon request of the Village.
- c. The Park District will explore the ability of a shared parking agreement with the Christian Liberty Academy located to the east of the subject property (or other acceptable location), which agreement shall be subject to review by the Village.

Traffic Related:

1. If it is determined by the Village that future roadway improvements are feasible and necessary to correct traffic congestion at the intersection of Ridge and Euclid Avenues, the Park District shall dedicate the necessary land to facilitate such improvements.

2. At the request of the Village, the Park District will limit the southern entrance drive to restrict ingress into the subject property from northbound automobiles on Ridge Avenue.

General:

1. The Petitioner shall provide three foot tall shrubs in the landscape island at the northeast corner of the site should the landbanked parking be constructed.

2. The Petitioner shall substitute the Dogwood and Nine Bark shrubs proposed at the north side of the parking lot expansion with six foot tall evergreens, and additional evergreens shall be added to the north of the parking lot expansion to conform with Section 6.15-1.2 of Chapter 28 of the Municipal Code.

3. The Petitioner shall comply with all Federal, State and Village codes, regulations, and policies.

SECTION FIVE: Except as amended by this Ordinance, the provisions in Ordinance Numbers 78-019 and 03-036 shall remain in full force and effect.

SECTION SIX: That the approval of the amendment to the Planned Unit Development granted in SECTION ONE of this Ordinance shall be effective for a period no longer than 24

months from the date of this Ordinance, unless construction has begun or such approval has been extended by the President and Board of Trustees during that period.

SECTION SEVEN: 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 by the Village Clerk in the Office of the Recorder of Cook County, Illinois.

AYES:

NAYS:

PASSED AND APPROVED this 16th day of April 2018.

Village President

ATTEST:

Village Clerk

PUD:Olympic Park Swim Center Amendment

AN ORDINANCE AMENDING CHAPTERS 6 AND 28
OF THE ARLINGTON HEIGHTS MUNICIPAL CODE

WHEREAS, on January 10, 2018, in Petition Number 17-005, pursuant to notice, the Plan Commission of the Village of Arlington Heights conducted a public hearing concerning amendments to certain sections of Chapter 6, Board and Commissions, and Chapter 28 Zoning Regulations, and has recommended to the Board of Trustees adoption of those amendments; and

WHEREAS, the President and Board of Trustees have determined that certain amendments to Chapters 6, Boards and Commissions, and Chapter 28, Zoning Regulations, of the Arlington Heights Municipal Code, is in the best interests of the Village of Arlington Heights,

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

SECTION ONE: That Chapter 6, Boards and Commissions, Section 6-202e2c, Zoning Board of Appeals, Powers, Duties and Responsibilities, is hereby amended to read as follows:

Section 6-202 Zoning Board of Appeals.

e. Powers, Duties and Responsibilities.

2. Jurisdiction.

c) Authorize upon appeal, whenever a property owner can show that a strict application of the terms of the Zoning Ordinance relating to the construction or alteration of building or structures will impose upon the owner unusual practical difficulties or particular hardship, such variation of the strict application of the terms of the Zoning Ordinance as are in harmony with its general purposes and intent, but only when the Board is satisfied that a granting of such variation will not merely serve as a convenience to the applicant, but will alleviate some demonstrable and unusual hardship or difficulty so great as to warrant a variation from the Comprehensive Plan, and at the same time the surrounding property will be properly protected.

In its consideration of the standards of practical difficulties or particular hardship, the Board of Appeals shall require evidence that:

- 1) The proposed use will not alter the essential character of the locality and will be compatible with existing uses and zoning of nearby property; and
- 2) The plight of the owner is due to unique circumstances, which may include the length of time the subject property has been vacant as zoned; and
- 3) The proposed variation is in harmony with the spirit and intent of this Chapter;
- 4) The variance requested is the minimum variance necessary to allow reasonable use of the property.

SECTION TWO: That Chapter 28 of the Arlington Heights Municipal Code, Zoning Regulations, is hereby amended as follows:

a. That Section 28-3, Definitions, is hereby amended as follows:

1. That the definition, Arcade, Amusement/Internet Computer, is deleted and the following definition is added:

5. Amusement Facility. A facility that provides indoor activities for kids or adults including video arcades, games, or other recreational type amusements such as play equipment, trampolines, laser tag, etc. Large facilities are 5,000 square feet or larger; Small facilities are less than 5,000 square feet.

2. That definitions 5 through 8 are renumbered accordingly.

b. That Section 28-5, Use Districts, Establishment of Zones, is hereby amended as follows:

1. That Sections 5.1-0.00 through 5.1-22 are hereby amended as follows:

Section 28-5 - Use Districts. In order to carry out the purposes and provisions of this Chapter, the Village is divided into several districts.

5.1 One Family Dwelling Districts: R-E, R-1, R-2, and R-3. The purpose of the One Family Dwelling Districts is to provide for residential developments of predominantly single-family homes. These Districts should preserve the value of land and protect homes from adverse living conditions.

5.1-0 One Family Dwelling District: R-E

5.1-0.1 Minimum Lot Size and Minimum Lot Width at Building Line:

	<u>Minimum Lot Size</u>	<u>Minimum Lot Width at Building Line</u>
Standard or Corner	20,000-29,999 sq. feet	100 feet
Standard or Corner	30,000-less than one acre	125 feet
Standard or Corner	one acre or more	150 feet
Churches, Convents and Monasteries	20,000 sq. feet	100 feet

- a. When two or more parcels of land, each of which lacks adequate area and dimension to qualify for a permitted use under the requirements of the Use District in which they are located, are contiguous and are held in one ownership prior to December 21, 1959, they shall be maintained and used as one zoning lot for such use.
- b. Any single lot or parcel of land, held in one ownership prior to October 4, 1955 which was of record as of March 15, 2004, that does not meet the requirements for minimum lot width and area, may be utilized for a permitted use, provided that yards, courts or usable open space are not less than 75% of the minimum required dimensions of areas.
- c. Where lots front upon a cul-de-sac or curved street having a radius of 200 feet or less, minimum lot widths as set forth above shall be measured at the building setback line along an arc parallel to the right-of-way of such cul-de-sac or curved street. Such lots shall also be laid out so that their frontage length, as measured on the arc of such right-of-way line is not less than 50% of the required lot width measured at the building setback line. Refer to Chapter 29 of the Municipal Code for further information regarding layout and design

of lots.

5.1-0.2 Required Minimum Yards.

- a. Front Yard: 40 feet except that in all residential districts where lots comprising 40% or more of the frontage between two intersecting streets are developed with building having front yards of more than 15 feet in depth, the average of such front yards shall establish the minimum front yards for the entire frontage. A front yard shall not be required to be more than 50 feet. A minimum front yard of 15 feet shall be required on all lots.
- b. Side Yard: 10% of lot width. The combined total for interior lots shall not be less than 20 feet.
- c. Exterior Side Yard: In all residential districts where lots comprising 40% or more of the frontage between two intersection streets are developed with buildings having a yard of more than 10 feet in depth adjacent to the street, the average of such yards shall establish the minimum exterior side yard for the entire frontage. A minimum exterior side yard of 10%, with a minimum of 10 feet, shall be required for all lots. In no case, shall an exterior side yard of more than 50 feet be required.
- d. Rear Yard: 30 feet.

5.1-0.3 Maximum Floor Area Ratio.

- a. For Single Family Uses:
 1. Lots up to 8,750 sq. feet = $LA \times 0.35$
 2. Lots over 8,750 sq. feet up to 20,000 sq. feet = $3062 + [(LA - 8750) \times 0.26]$
 3. Lots over 20,000 sq. feet = $LA \times 0.30$
- b. For all other uses: 30%

5.1-0.4 Maximum Building Lot Coverage and Maximum Impervious Surface Coverage. 30%

- a. Maximum Permitted Building Lot Coverage is 30%.
- b. Maximum Impervious Surface Coverage:
 1. Lots less than or equal to 6,600 sq. feet in area: Total Lot Maximum of 55%. As part of that 55%, no more than 50% of the front yard, plus, if it is a corner lot, the exterior side yard, shall be impervious surface.
 2. Lots Greater than 6,600 sq. feet in area: Total Lot Maximum of 50%. As part of that 50%, no more than 50% of the front yard, plus, if it is a corner lot, the exterior side yard, shall be impervious surface.
- c. Existing Impervious Surface Exception: Existing non-conforming residential lots needing to repair or replace essential elements only, such as driveways, walkways to home and patios, may receive an administrative exception from the Director of Building from the impervious surface coverage maximum. An administrative exception shall only be

permitted if:

1. Replacement of deteriorated essential elements the exact same dimension as existed at the adoption of this ordinance; and
2. Modification of these areas is not practical or feasible; and
3. Such exception shall not be detrimental to public health, safety and welfare.

5.1-0.5 Maximum Height: 25 feet and 2-1/2 stories.

5.1-1 One Family Dwelling District: R-1

5.1-1.1 Minimum Lot Size and Minimum Lot Width at Building Line:

<u>Minimum Lot Size</u>		<u>Minimum Lot Width at Building Line</u>
Standard or Corner	15,000-19,999 sq. feet	90 feet
Standard or Corner	20,000-29,999 sq. feet	100 feet
Standard or Corner	30,000-less than one acre	125 feet
Standard or Corner	one acre or more	150 feet
Churches, Convents and Monasteries	20,000 sq. feet	90 feet

- a. When two or more parcels of land, each of which lacks adequate area and dimension to qualify for a permitted use under the requirements of the Use District in which they are located, are contiguous and are held in one ownership prior to December 21, 1959, they shall be maintained and used as one zoning lot for such use.
- b. Any single lot or parcel of land, held in one ownership prior to October 4, 1955 which was of record as of March 15, 2004, that does not meet the requirements for minimum lot width and area, may be utilized for a permitted use, provided that yards, courts or usable open space are not less than 75% of the minimum required dimensions of areas.
- c. Where lots front upon a cul-de-sac or curved street having a radius of 200 feet or less, minimum lot widths as set forth above shall be measured at the building setback line along an arc parallel to the right-of-way of such cul-de-sac or curved street. Such lots shall also be laid out so that their frontage length, as measured on the arc of such right-of-way line is not less than 50% of the required lot width measured at the building setback line. Refer to Chapter 29 of the Municipal Code for further information regarding layout and design of lots.

5.1-1.2 Required Minimum Yards.

- a. Front Yard: 40 feet except that in all residential districts where lots comprising 40% or more of the frontage between two intersecting streets are developed with building having front yards of more than 15 feet in depth, the average of such front yards shall establish the minimum front yards for the entire frontage. A front yard shall not be required to be more than 50 feet. A minimum front yard of 15 feet shall be required on all lots.

- b. Side Yard: 10% of lot width. The combined total for interior lots shall not be less than 20 feet.
- c. Exterior Side Yard: In all residential districts where lots comprising 40% or more of the frontage between two intersection streets are developed with buildings having a yard of more than 10 feet in depth adjacent to the street, the average of such yards shall establish the minimum exterior side yard for the entire frontage. A minimum exterior side yard of 10%, with a minimum of 10 feet, shall be required for all lots. In no case, shall an exterior side yard of more than 50 feet be required.
- d. Rear Yard: 30 feet.

5.1-1.3 Maximum Floor Area Ratio.

- a. For Single Family Uses:
 - 1. Lots up to 8,750 sq. feet = $LA \times 0.35$
 - 2. Lots over 8,750 sq. feet up to 20,000 sq. feet = $3062 + [(LA - 8750) \times 0.26]$
 - 3. Lots over 20,000 sq. feet = $LA \times 0.30$
- b. For all other uses: 30%

5.1-1.4 Maximum Building Lot Coverage and Maximum Impervious Surface Coverage. 30%

- a. Maximum Permitted Building Lot Coverage is 30%.
- b. Maximum Impervious Surface Coverage:
 - 1. Lots less than or equal to 6,600 sq. feet in area: Total Lot Maximum of 55%. As part of that 55%, no more than 50% of the front yard, plus, if it is a corner lot, the exterior side yard, shall be impervious surface.
 - 2. Lots Greater than 6,600 sq. feet in area: Total Lot Maximum of 50%. As part of that 50%, no more than 50% of the front yard, plus, if it is a corner lot, the exterior side yard, shall be impervious surface.
- c. Existing Impervious Surface Exception: Existing non-conforming residential lots needing to repair or replace essential elements only, such as driveways, walkways to home and patios, may receive an administrative exception from the Director of Building from the impervious surface coverage maximum. An administrative exception shall only be permitted if:
 - 1. Replacement of deteriorated essential elements the exact same dimension as existed at the adoption of this ordinance; and
 - 2. Modification of these areas is not practical or feasible; and
 - 3. Such exception shall not be detrimental to public health, safety and welfare.

5.1-1.5 Maximum Height: 25 feet and 2-1/2 stories.

5.1-2 One Family Dwelling District: R-2

5.1-2.1 Minimum Lot Size and Minimum Lot Width at Building Line:

<u>Minimum Lot Size</u>		<u>Minimum Lot Width at Building Line</u>
Standard or Corner	10,000-14,999 sq. feet	75 feet
Standard or Corner	15,000-19,999 sq. feet	90 feet
Standard or Corner	20,000-29,999 sq. feet	100 feet
Standard or Corner	30,000-less than one acre	125 feet
Standard or Corner	one acre or more	150 feet
Churches, Convents and Monasteries	20,000 sq. feet	90 feet

- a. When two or more parcels of land, each of which lacks adequate area and dimension to qualify for a permitted use under the requirements of the Use District in which they are located, are contiguous and are held in one ownership prior to December 21, 1959, they shall be maintained and used as one zoning lot for such use.
- b. Any single lot or parcel of land, held in one ownership prior to October 4, 1955 which was of record as of March 15, 2004, that does not meet the requirements for minimum lot width and area, may be utilized for a permitted use, provided that yards, courts or usable open space are not less than 75% of the minimum required dimensions of areas.
- c. Where lots front upon a cul-de-sac or curved street having a radius of 200 feet or less, minimum lot widths as set forth above shall be measured at the building setback line along an arc parallel to the right-of-way of such cul-de-sac or curved street. Such lots shall also be laid out so that their frontage length, as measured on the arc of such right-of-way line is not less than 50% of the required lot width measured at the building setback line. Refer to Chapter 29 of the Municipal Code for further information regarding layout and design of lots.

5.1-2.2 Required Minimum Yards:

- a. Front Yard: 25 feet except where a building line has been established on a recorded plat of subdivision, prior to December 21, 1959, such building line shall determine the front yard requirements of this ordinance and shall be observed.

In all residential districts where lots comprising 40% or more of the frontage between two intersecting streets are developed with building having front yards of more than 15 feet in depth, the average of such front yards shall establish the minimum front yards for the entire frontage. In no case shall a front yard of more than 40 feet be required. A minimum front yard of 15 feet shall be required on all lots.

- b. Side Yard: 10% of lot width. Subdivisions created after January 1, 2003 shall provide a minimum side yard of seven feet.
- c. Exterior Side Yard: In all residential districts where lots comprising 40% or more of the

frontage between two intersecting streets are developed with buildings having a yard of more than ten feet in depth adjacent to the street, the average of such yards shall establish the minimum exterior side yard for the entire frontage. A minimum exterior side yard of 10% of the lot width, with a minimum of ten feet, shall be required for all lots. In no case shall an exterior side yard of more than 40 feet be required.

- d. Rear Yard: 30 feet.

5.1-2.3 Maximum Floor Area Ratio.

- a. For Single Family Uses:

1. Lots up to 8,750 sq. feet = $LA \times 0.45$
2. Lots over 8,750 sq. feet = $3938 + [(LA - 8750) \times 0.4]$

- b. For All Other Uses: 50%

5.1-2.4 Maximum Building Lot Coverage and Maximum Impervious Surface Coverage.

- a. Maximum Permitted Building Lot Coverage is 35% for lots 6,000 square feet or greater and 40% for lots less than 6,000 square feet

- b. Maximum Impervious Surface Coverage:

1. Lots less than or equal to 6,600 sq. feet in area: Total Lot Maximum of 55%. As part of that 55%, no more than 50% of the front yard, plus, if it is a corner lot, the exterior side yard, shall be impervious surface.
2. Lots Greater than 6,600 sq. feet in area: Total Lot Maximum of 50%. As part of that 50%, no more than 50% of the front yard, plus, if it is a corner lot, the exterior side yard, shall be impervious surface.

- c. Existing Impervious Surface Exception: Existing non-conforming residential lots needing to repair or replace essential elements only, such as driveways, walkways to home and patios, may receive an administrative exception from the Director of Building from the impervious surface coverage maximum. An administrative exception shall only be permitted if:

1. Replacement of deteriorated essential elements the exact same dimension as existed at the adoption of this ordinance; and
2. Modification of these areas is not practical or feasible; and
3. Such exception shall not be detrimental to public health, safety and welfare.

5.1-2.5 Maximum Height: 25 feet and 2-1/2 stories.

5.1-3 One Family Dwelling District: R-3

5.1-3.1 Minimum Lot Size and Minimum Lot Width at Building Line:

<u>Minimum Lot Size</u>		<u>Minimum Lot Width at Building Line</u>
Standard or Corner	8,750-9,999 sq. feet	70 feet
Standard or Corner	10,000-14,999 sq. feet	75 feet
Standard or Corner	15,000-19,999 sq. feet	90 feet
Standard or Corner	20,000-29,999 sq. feet	100 feet
Standard or Corner	30,000-less than one acre	125 feet
Standard or Corner	one acre or more	150 feet
Churches, Convents and Monasteries	20,000 sq. feet	90 feet

- a. When two or more parcels of land, each of which lacks adequate area and dimension to qualify for a permitted use under the requirements of the Use District in which they are located, are contiguous and are held in one ownership prior to December 21, 1959, they shall be maintained and used as one zoning lot for such use.
- b. Any single lot or parcel of land, held in one ownership prior to October 4, 1955 which was of record as of March 15, 2004, that does not meet the requirements for minimum lot width and area, may be utilized for a permitted use, provided that yards, courts or usable open space are not less than 75% of the minimum required dimensions of areas.
- c. Where lots front upon a cul-de-sac or curved street having a radius of 200 feet or less, minimum lot widths as set forth above shall be measured at the building setback line along an arc parallel to the right-of-way of such cul-de-sac or curved street. Such lots shall also be laid out so that their frontage length, as measured on the arc of such right-of-way line is not less than 50% of the required lot width measured at the building setback line. Refer to Chapter 29 of the Municipal Code for further information regarding layout and design of lots.
- d. The Director of Building may issue a building permit for the erection of a single family residence on any parcel of land which does not meet the minimum lot requirements of width or area or both, of the District, if such parcel fronts on a street which has a majority of the developed lots that both front on said street and are contained between two adjacent streets which intersect with said street (or in lieu of a second intersecting street, a public park, cemetery, railroad right-of-way, a cul-de-sac, waterway or a corporate boundary line of the Village) that are either less than the minimum area or width, or both required by the District; provided that no permit shall be issued pursuant hereto for any parcel containing less than 6,250-square feet and a frontage less than 49 feet.

If there is an existing principal residence on a parcel, this paragraph is not applicable. The parcel is deemed buildable and permits may be issued for either a new residence or alterations to the existing residence.

5.1-3.2 Required Minimum Yards.

- a. Front Yard: 25 feet except where a building line has been established on a recorded plat of subdivision, prior to December 21, 1959 such building line shall determine the front yard requirements of this ordinance and shall be observed.

In all residential districts where lots comprising 40% or more of the frontage between two intersecting streets are developed with building having front yards of more than 15 feet in depth, the average of such front yards shall establish the minimum front yards for the entire frontage. In no case shall a front yard of more than 40 feet be required. A minimum front yard of 15 feet shall be required on all lots.

- b. Side Yard: 10% of lot width. Subdivisions created after January 1, 2003, shall provide a minimum side yard of 7 feet.
- c. Exterior Side Yard: In all residential districts where lots comprising 40% or more of the frontage between two intersecting streets are developed with buildings having a yard of more than ten feet in depth adjacent to the street, the average of such yards shall establish the minimum exterior side yard for the entire frontage. A minimum exterior side yard of 10% of the lot width with a minimum of ten feet shall be required for all lots. In no case shall an exterior side yard of more than 40 feet be required.
- d. Rear Yard: 30 feet.

5.1-3.3 Maximum Floor Area Ratio.

- a. For Single Family Uses:

- 1. Lots up to 8,750 sq. feet = $LA \times 0.45$
- 2. Lots over 8,750 sq. feet = $3938 + [(LA - 8750) \times 0.4]$

- b. For All Other Uses: 50%

5.1-3.4 Maximum Building Lot Coverage and Maximum Impervious Surface Coverage.

- a. Maximum Permitted Building Lot Coverage is 35% for lots 6,000 square feet or greater and 40% for lots less than 6,000 square feet
- b. Maximum Impervious Surface Coverage:
 - 1. Lots less than or equal to 6,600 sq. feet in area: Total Lot Maximum of 55%. As part of that 55%, no more than 50% of the front yard, plus, if it is a corner lot, the exterior side yard, shall be impervious surface.
 - 2. Lots Greater than 6,600 sq. feet in area: Total Lot Maximum of 50%. As part of that 50%, no more than 50% of the front yard, plus, if it is a corner lot, the exterior side yard, shall be impervious surface.
- c. Existing Impervious Surface Exception: Existing non-conforming residential lots needing to repair or replace essential elements only, such as driveways, walkways to home and patios, may receive an administrative exception from the Director of Building from the impervious surface coverage maximum. An administrative exception shall only be permitted if:
 - 1. Replacement of deteriorated essential elements the exact same dimension as existed at the adoption of this ordinance; and

2. Modification of these areas is not practical or feasible; and
3. Such exception shall not be detrimental to public health, safety and welfare.

5.1-3.5 Maximum Height: 25 feet and 2-1/2 stories.

5.2 Two Family Dwelling District: R-4. The purpose of the R-4 district is to provide areas for two-family dwellings and to provide a use which is compatible with adjacent single-family districts.

5.1-2.1 Minimum Lot Size and Minimum Lot Width at Building Line.

a. Single Family Dwellings:

<u>Minimum Lot Size</u>		<u>Minimum Lot Width at Building Line</u>
Standard or Corner	8,750-9,999 sq. feet	70 feet
Standard or Corner	10,000-14,999 sq. feet	75 feet
Standard or Corner	15,000-19,999 sq. feet	90 feet
Standard or Corner	20,000-29,999 sq. feet	100 feet
Standard or Corner	30,000-less than one acre	125 feet
Standard or Corner	one acre or more	150 feet
Churches, Convents and Monasteries	20,000 sq. feet	90 feet

b. For Two Family Dwellings, Standard or Corner:

<u>Minimum Lot Size</u>		<u>Minimum Lot Width at Building Line</u>
4-bedroom	7,000-sq feet per dwelling unit	105
3-bedroom	6,000-sq feet per dwelling unit	90
2-bedroom or less	5,000-sq feet per dwelling unit	50

5.1-4.2 Required Minimum Yard.

- a. Front Yard: 25 feet except where a building line has been established on a recorded plat of subdivision, prior to the date of this ordinance, such building line shall determine the front yard requirements of this ordinance and shall be observed.

In all residential districts where lots comprising forty percent or more of the frontage between two intersecting streets are developed with buildings having front yards of more than 15 feet in depth, the average of such front yards shall establish the minimum front yards for the entire frontage. In no case shall a front yard of more than 40 feet be required. A minimum front yard of 15 feet shall be required on all lots.

- b. Side Yard: 10% of lot width. Subdivisions created after January 1, 2003, shall provide a minimum side yard of seven feet.

- c. Exterior Side Yard: On corner lots, there shall be maintained a side yard of not less than 20 feet on the side adjacent to the street which intersects the street upon which the building maintains frontage, and in the case of a reversed corner lot, there shall be maintained a setback from the side street of not less than 50% of the front yard required on the lots in the rear of such corner lots, but such yard need not exceed 20 feet. No accessory building on said reversed corner lot shall project beyond the front yard required on the adjacent lot to the rear, nor be located nearer than five feet to the side lot line of said adjacent lots.
- d. Rear Yard: 30 feet.

5.1-4.3 Maximum Floor Area Ratio.

- a. For Single Family Uses:

- 1. Lots up to 8,750 sq. feet = $LA \times 0.45$
- 2. Lots over 8,750 sq. feet = $3938 + [(LA - 8750) \times 0.4]$

- b. For All Other Uses: 100%

5.1-4.4 Maximum Building Lot Coverage and Maximum Impervious Surface Coverage.

- a. Maximum Permitted Building Lot Coverage is 35%.

- b. Maximum Impervious Surface Coverage:

- 1. Lots less than or equal to 6,600 sq. feet in area: Total Lot Maximum of 55%. As part of that 55%, no more than 50% of the front yard, plus, if it is a corner lot, the exterior side yard, shall be impervious surface.
- 2. Lots Greater than 6,600 sq. feet in area: Total Lot Maximum of 50%. As part of that 50%, no more than 50% of the front yard, plus, if it is a corner lot, the exterior side yard, shall be impervious surface.
- c. Existing Impervious Surface Exception: Existing non-conforming residential lots needing to repair or replace essential elements only, such as driveways, walkways to home and patios, may receive an administrative exception from the Director of Building from the impervious surface coverage maximum. An administrative exception shall only be permitted if:
 - 1. Replacement of deteriorated essential elements the exact same dimension as existed at the adoption of this ordinance; and
 - 2. Modification of these areas is not practical or feasible; and
 - 3. Such exception shall not be detrimental to public health, safety and welfare.

5.1-4.5 Maximum Building Height: 25 feet and 2-1/2 stories.

5.1-4.6 Minimum Floor Area (Square Foot) per Dwelling Unit for Multi-Family Dwellings (exclusive of utility rooms and garages):

One Efficiency	Bedroom	Two Bedroom	Three Bedroom	Four Bedroom
R-4	--	600	750	900

5.1-5 Multiple-Family Dwelling District: R-5. The purpose of the R-5 district is to provide for residential developments using one-family attached dwellings to allow a density greater than permitted in the R-3 One-Family Dwelling District but less than permitted in the R-6 Multiple-Family Dwelling District. Developments in this district shall be of similar composition and design compatible with adjoining developments of one-family dwellings. The minimum area for this District is two acres.

5.1-5.1 Minimum Lot Size/Density and Minimum Lot Width at Building Line. Each multi-family building or buildings shall be situated on a zoning lot with a net area of not less than 20,000-square feet.

a. Single Family Dwellings:

<u>Minimum Lot Size</u>	<u>Minimum Lot Width at Building Line</u>
Standard or Corner 8,750-9,999 sq. feet	70 feet
Standard or Corner 10,000-14,999 sq. feet	75 feet
Standard or Corner 15,000-19,999 sq. feet	90 feet
Standard or Corner 20,000-29,999 sq. feet	100 feet
Standard or Corner 30,000-less than one acre	125 feet
Standard or Corner one acre or more	150 feet
Churches, Convents and Monasteries 20,000 sq. feet	90 feet

b. Two Family Dwellings:

	<u>Minimum Lot Size/Density</u>
4-bedroom	5,000-sq feet per dwelling unit
3-bedroom	4,000-sq feet per dwelling unit
2-bedroom or less	3,500-sq feet per dwelling unit

5.1-5.2 Maximum Floor Area Ratio.

a. For Single Family Uses:

1. Lots up to 8,750 sq. feet = $LA \times 0.45$
2. Lots over 8,750 sq. feet = $3938 + [(LA - 8750) \times 0.4]$

b. For All Other Uses: 100%

5.1-5.3 Required Minimum Yards.

a. Front Yard: 25 feet.

- b. Side Yard: 10% of lot width. Subdivisions created after January 1, 2003, shall provide a minimum side yard of seven feet. On corner lots there shall be maintained a side yard of not less than 20 feet on the side adjacent to the street which intersects the street upon which the building maintains frontage, and in the case of a reversed corner lot, there shall be maintained a setback from the side street of not less than 50% of the front yard required on the lots in the rear of such corner lots, but such yard need not exceed 20 feet. No accessory building on said reversed corner lot shall project beyond the front yard required on the adjacent lot to the rear, nor be located nearer than five feet to the side lot.
- c. Exterior Side Yard: On corner lots, there shall be maintained a side yard of not less than 20 feet on the side adjacent to the street which intersects the street upon which the building maintains frontage, and in the case of a reversed corner lot, there shall be maintained a setback from the side street of not less than 50% of the front yard required on the lots in the rear of such corner lots, but such yard need not exceed 20 feet. No accessory building on said reversed corner lot shall project beyond the front yard required on the adjacent lot to the rear, nor be located nearer than five feet to the side lot line of said adjacent lots.
- d. Rear Yard: 30 feet.

5.1-5.4 Maximum Building Lot Coverage and Maximum Impervious Surface Coverage.

- a. Maximum Permitted Building Lot Coverage is 35% for new construction
- b. Maximum Impervious Surface Coverage:
 - 1. Lots less than or equal to 6,600 sq. feet in area: Total Lot Maximum of 55%. As part of that 55%, no more than 50% of the front yard, plus, if it is a corner lot, the exterior side yard, shall be impervious surface.
 - 2. Lots Greater than 6,600 sq. feet in area: Total Lot Maximum of 50%. As part of that 50%, no more than 50% of the front yard, plus, if it is a corner lot, the exterior side yard, shall be impervious surface.
- c. Existing Impervious Surface Exception: Existing non-conforming residential lots needing to repair or replace essential elements only, such as driveways, walkways to home and patios, may receive an administrative exception from the Director of Building from the impervious surface coverage maximum. An administrative exception shall only be permitted if:
 - 1. Replacement of deteriorated essential elements the exact same dimension as existed at the adoption of this ordinance; and
 - 2. Modification of these areas is not practical or feasible; and
 - 3. Such exception shall not be detrimental to public health, safety and welfare.

5.1-5.5 Maximum Building Height: 35 feet exclusive of stair heads and mechanical equipment facilities.

5.1-5.6 Minimum Floor Area (Square Foot) per Dwelling Unit for Multi-Family Dwellings (exclusive of utility rooms and garages):

	Efficiency	One Bedroom	Two Bedroom	Three Bedroom	Four Bedroom
R-5	--	750	900	1200	1400

5.1-5.7 Spacing Between Multi-Family Buildings. There shall be a minimum of 25 feet between principal buildings.

5.1-6 Multiple-Family Dwelling District: R-6. The purpose of the R-6 district is to provide areas for medium density multiple-family developments. The minimum area for this District is one acre.

5.1-6.1 Minimum Lot Size/Density and Minimum Lot Width at Building Line.

a. For Single Family Dwellings:

<u>Minimum Lot Size</u>		<u>Minimum Lot Width Building Line</u>
Standard or Corner	8,750-9,999 sq. feet	70 feet
Standard or Corner	10,000-14,999 sq. feet	75 feet
Standard or Corner	15,000-19,999 sq. feet	90 feet
Standard or Corner	20,000-29,999 sq. feet	100 feet
Standard or Corner	30,000-less than one acre	125 feet
Standard or Corner	one acre or more	150 feet
Churches, Convents and Monasteries	20,000 sq. feet	90 feet

b. Multi-Family Dwellings:

<u>Minimum Lot Size/Density</u>	
4-bedroom	4,000-sq feet per dwelling unit
3-bedroom	3,500-sq feet per dwelling unit
2-bedroom or less	2,500-sq feet per dwelling unit

5.1-6.2 Maximum Floor Area Ratio.

a. For Single Family Uses:

1. Lots up to 8,750 sq. feet = $LA \times 0.45$
2. Lots over 8,750 sq. feet = $3938 + [(LA - 8750) \times 0.4]$

b. For All Other Uses: 150%

5.1-6.3 Required Minimum Yards.

a. For Single Family Uses:

1. Front Yard: 25 feet except where a building line has been established on a recorded plat of subdivision, prior to December 21, 1959 such building line shall determine the front yard requirements of this ordinance and shall be observed.

In all residential districts where lots comprising 40% or more of the frontage between two intersecting streets are developed with building having front yards of more than 15 feet in depth, the average of such front yards shall establish the minimum front yards for the entire frontage. In no case shall a front yard of more than 40 feet be required. A minimum front yard of 15 feet shall be required on all lots.

2. Side Yard: 20 feet width. Subdivisions created after January 1, 2003, shall provide a minimum side yard of seven feet.
3. Exterior Side Yard: In all residential districts where lots comprising 40% or more of the frontage between two intersecting streets are developed with buildings having a yard of more than ten feet in depth adjacent to the street, the average of such yards shall establish the minimum exterior side yard for the entire frontage. A minimum exterior side yard of 10% of the lot width with a minimum of ten feet shall be required for all lots. In no case shall an exterior side yard of more than 40 feet be required.
4. Rear Yard: 30 feet.

b. For all other uses:

1. Front Yard: 25 feet
2. Side Yard: 10% of lot width. Subdivisions created after January 1, 2003, shall provide a minimum side yard of seven feet.
3. Exterior Side Yard: On corner lots, there shall be maintained a side yard of not less than 20 feet on the side adjacent to the street which intersects the street upon which the building maintains frontage, and in the case of a reversed corner lot, there shall be maintained a setback from the side street of not less than 50% of the front yard required on the lots in the rear of such corner lots, but such yard need not exceed 20 feet. No accessory building on said reversed corner lot shall project beyond the front yard required on the adjacent lot to the rear, nor be located nearer than five feet to the side lot line of said adjacent lots.
4. Rear Yard: 30 feet

5.1-6.4 Maximum Building Lot Coverage and Maximum Impervious Surface Coverage.

a. Maximum Permitted Building Lot Coverage is 35% for new construction.

b. Maximum Impervious Surface Coverage:

1. Lots less than or equal to 6,600 sq. feet in area: Total Lot Maximum of 55%. As part of that 55%, no more than 50% of the front yard, plus, if it is a corner lot, the exterior side yard, shall be impervious surface.

2. Lots Greater than 6,600 sq. feet in area: Total Lot Maximum of 50%. As part of that 50%, no more than 50% of the front yard, plus, if it is a corner lot, the exterior side yard, shall be impervious surface.
- c. Existing Impervious Surface Exception: Existing non-conforming residential lots needing to repair or replace essential elements only, such as driveways, walkways to home and patios, may receive an administrative exception from the Director of Building from the impervious surface coverage maximum. An administrative exception shall only be permitted if:
1. Replacement of deteriorated essential elements the exact same dimension as existed at the adoption of this ordinance; and
 2. Modification of these areas is not practical or feasible; and
 3. Such exception shall not be detrimental to public health, safety and welfare.

5.1-6.5 Maximum Building Height: 50 feet exclusive of elevator penthouses, stair heads and mechanical equipment facilities.

5.1-6.6 Minimum Floor Area (Square Foot) per Dwelling Unit for Multi-Family Dwellings (exclusive of utility rooms and garages):

	Efficiency	One Bedroom	Two Bedroom	Three Bedroom	Four Bedroom
R-6	500	600	750	900	--

5.1-6.7 Spacing Between Multi-Family Buildings. There shall be a minimum of 25 feet between principal buildings.

5.1-7 Multiple-Family Dwelling District (R-7). The purpose of the R-7 district is to provide high density multiple-family developments which will provide a buffer between the Downtown (B-5) District and the single family neighborhood, reduce transportation needs by locating high density developments close to public transportation facilities and provide a consumer base for the Downtown District area. In addition, the purpose of the R-7 District is to stimulate development in areas within a designated redevelopment area consistent with a redevelopment plan.

5.1-7.1 Location. All land within the R-7 zoning district classification, shall be located in the areas adjoining the area designated Downtown District mixed use or areas within a designated redevelopment area consistent with a redevelopment plan and also designated for "High Density Multi-Family" on the Village of Arlington Heights General Comprehensive Plan. All other parcels of land zoned R-7 prior to the adoption of this amendment, but not indicated as "High Density Multi-Family" shall conform to the requirements of the R-6 District, except that the minimum lot area for two or more dwelling units shall be 2,100 square feet per dwelling unit. (See Map on following page.)

5.1-7.2 Permitted Uses: See Section 5.5 Permitted uses.

5.1-7.3 Minimum Area for Zoning District: Two-Acres.

5.1-7.4 Minimum Lot Size:

Single-Family: See R-3 Requirements

Multiple-Family:

2-bedroom or more	900-sq.ft. per dwelling unit
1-bedroom or less	600-sq.ft. per dwelling unit

Churches, Convents & Monastery: 20,000-sq. ft. Standard & Corner

Minimum Lot Width for residential lots *in a new subdivision*, measured at the building setback lines thereof, shall meet the following standards:

- a. 70 feet when the lot contains an area of 8,750-sq. ft. or more, but less than 10,000-sq. ft.;
- b. 75 feet when the lot contains an area of 10,000-sq. ft. or more, but less than 15,000-sq. ft.;
- c. 90 feet when the lot contains an area of 15,000-sq. ft. or more but less than 20,000- sq. ft.;
- d. 100 feet when the lot contains an area of 20,000-sq. ft. or more, but less than 20,000-sq. ft.;
- e. 125 feet when the lot contains an area of 30,000-sq. ft. or more, but less than one acre;
- f. 150 feet when the lot contains an area of one acre or more.

Where lots front upon a cul-de-sac or curved street having a radius of 200 feet or less, minimum lot widths as set forth above shall be measured at the building setback line along an arc parallel to the right-of-way of such cul-de-sac or curved street. Such lots shall also be laid out so that their frontage length, as measured on the arc of such right-of-way line is not less than 50% of the required lot width measured at the building setback line. Refer to Chapter 29 of the Municipal Code for further information regarding layout and design of lots.

5.1-7.5 Minimum Lot Width at Building Line:

Single-Family See R-3 Requirements

Multiple-Family	Standard	Corner
2-bedroom or more	N/A	N/A
1-bedroom or less	N/A	N/A

Churches, Convents & Monastery: 100-ft.

5.1-7.6 Required Minimum Yards:

Front Yard: 25 feet plus one-foot for each foot or fraction thereof by which building height exceeds 40 feet.

Side Yard: 10% of lot width plus 1-foot for each foot or fraction thereof by which building height exceeds 40 feet.

Exterior Side Yards: On corner lots, there shall be maintained a side yard of not less than 20 feet on the side adjacent to the street which intersects the street upon which the building maintains frontage, and in the case of a reversed corner lot, there shall be maintained a setback from the side street of not less than 50% of the front yard required on the lots in the rear of such corner lots, but such yard need not exceed 20 feet. No accessory building on said reversed corner lot shall project beyond the front yard required on the adjacent lot to the rear, nor be located nearer than five feet to the side lot line of said adjacent lots.

Rear Yard: 30 feet.

5.1-7.7 Maximum Building Lot Coverage: 45% for new construction
Impervious Surface Coverage for One-Family Dwelling: Refer to Section 5.1-3.8.

5.1-7.8 Dwelling Standards.

- a. Every single-family dwelling unit hereafter erected shall conform to the requirements of Chapter 23 of the Municipal Code.
- b. No habitable room shall be erected or occupied with a floor below grade.
- c. Minimum Floor Area (Square Foot) per Dwelling Unit for Multi-Family Dwellings (exclusive of utility rooms and garages):

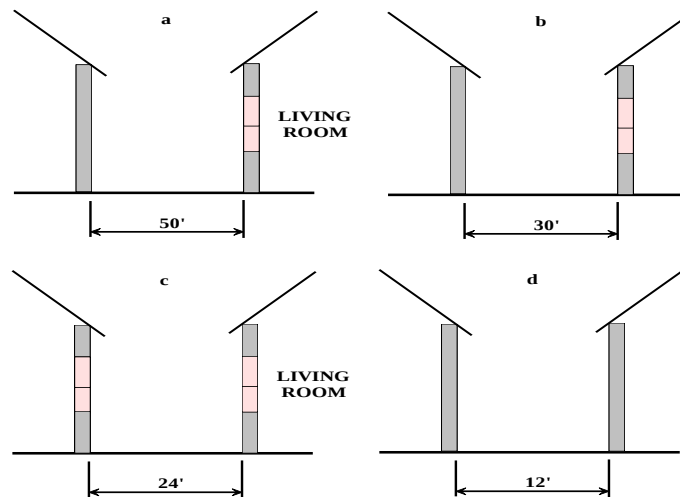
		One Bedroom	Two Bedroom	Three Bedroom	Four Bedroom
R-7	Efficiency 500	600	750	900	--

5.1-7.9 Spacing Between Multi-Family Buildings, Including Court Standards. The following standards shall apply:

- a. Between the opposing walls of outer and inner courts. Inner courts are not permitted.
- b. When two or more buildings, which contain attached dwelling units or multi-family dwelling units are located on the same zoning lot.
- c. When the windows of a living unit in a multi-family or attached single-family building are opposite an accessory building.

5.1-7.10 Spacing Standards.

Conditions	Minimum Distance
a. If either or both walls contain a living room window.	50 feet
b. If either or both walls contain a bedroom window.	30 feet
c. Both walls contain windows of other rooms.	24 feet
d. When there are no windows in either of opposing walls.	12 feet
e. If either or both walls contain windows of other rooms.	15 feet



5.1

5.1-7.11 Additional court standards projections in Outer Courts. Projections in outer courts shall not exceed five feet.

5.1-7.12 Parking: See Section 11 – Off Street Parking and Loading.

5.1-7.13 Maximum Floor Area Ratio: 200%

a. Single Family Detached: See Section 5.3-3.2

5.1-8 Institutional District: I. The I District shall be reserved for institutional non-residential and institutional residential uses as defined in this Chapter and as specified in the Permitted Use Table Section. Any development in the I District shall be considered in accordance with the Planned Unit Development requirements set forth in Section 9 of this Chapter. The minimum area for this District is two acres. The minimum area requirement for a parcel for which a zoning amendment to an I classification is to be applied may be reduced to not less than one acre if the proposed use would adjoin and abut the related institutional facility whose land use is permitted within the I district provided the combination of area of the subject property and the adjacent parcel is at least four acres.

The location of any “I” District shall be as follows:

a. Property of a gross land area up to four acres must have frontage on a street classified at

least as collector on Arlington Heights Thoroughfare Plan.

- b. Property of a gross area of over four acres and no more than twenty acres must have frontage on a street classified at least as a secondary arterial on Arlington Heights Thoroughfare Plan.
- c. Property of a gross land area of over twenty acres must have frontage on a street classified as a major arterial on Arlington Heights Thoroughfare Plan.

5.1-8.1 Minimum Lot Size/Density and Minimum Lot Width at Building Line.

	<u>Minimum Lot Size</u>	<u>Minimum Lot Width at Building Line</u>
Residential or Non-Residential		100 feet
Churches, Convents & Monastery	20,000 square feet	90 feet
One-Bedroom	2,400 square feet per dwelling unit	
Two Bedroom	2,400 square feet per dwelling unit	
Three Bedroom *	2,700 square feet per dwelling unit	
*3-bedroom dwellings cannot exceed 10% of total number of dwellings		

5.1-8.2 Maximum Floor Area Ratio: 100%

5.1-8.3 Required Minimum Yards.

a. Front Yard:	1-Story or 2-Story	25 feet
	3-Story	30 feet
	4-Story	35 feet
b. Side Yard:	1-Story or 2-Story	25 feet
	3-Story	30 feet
	4-Story	35 feet
c. Rear Yard:	1-Story or 2-Story	30 feet
	3-Story	35 feet
	4-Story	40 feet

5.1-8.4 Maximum Building Coverage: 40%

5.1-8.5 Maximum Height: 45 feet and four stories. Any accessory building shall not exceed 35 feet in height.

5.1-8.6 Minimum Floor Area (Square Foot) per Dwelling Unit for Multi-Family Dwellings (exclusive of utility rooms and garages):

	One Bedroom	Two Bedroom	Three Bedroom	Four Bedroom
I 550	650	750	800	--

5.1-9 Office Transitional : OT. The OT district shall be restricted to professional and administrative offices developed in accordance with an approved Planned Unit Development

for the total site. This district is designed generally as a transition between heavy traffic arteries and residential areas, or between manufacturing or business and residential areas. The activities within this district shall not generate heavy vehicular traffic or create perceptible noise or glare beyond lot lines and shall be compatible with adjoining residential property. The minimum area for this District shall be 20,000 square feet.

The location of any OT district shall be on property which has access to a major or secondary arterial street designated on the Village Official Map or Village Comprehensive Plan Map or shall be adjacent to an existing business or manufacturing zoned district.

5.1-9.1 Minimum Lot Size and Minimum Lot Width at Building Line: The minimum lot size is 10,000 square feet. Each lot or combination of adjoining lots shall have a minimum frontage of 100 feet.

5.1-9.2 Maximum Floor Area Ratio: 80%

5.1-9.3 Required Minimum Yards:

- a. Front Yard: 25 feet
- b. Side Yard: Side yards of at least 20 feet in width shall be provided on each side on lots adjacent to a residential district. No side yards are required on that side that is adjacent to a business or manufacturing district. At least one side yard of 12 feet is required per lot.
- c. Rear Yard: 30 feet may be reduced half the width of an adjoining alley.

5.1-9.4 Maximum Building Lot Coverage: 40%

5.1-9.5 Maximum Height: 30 feet and two stories

5.1-9.6 Conditions of Use. All uses permitted in this district shall be subject to the following conditions of use:

- a. The development plan shall be considered a Planned Unit Development and shall be subject to the requirements of Section 9.
- b. In no case shall there be any delivery to or from the premises of goods, merchandise or wares except as shall be strictly occasional and incidental to the principal use. Storage of goods, wares or merchandise for sale or delivery from or on the premises is prohibited, except for samples as shall be necessary for use of the premises by sales representatives headquartered on the premises; this shall not be construed to permit retail or wholesale catalog store.

5.1-10 Business District Limited Retail: B-1. The purpose of the B-1 district is to provide for the convenience shopping of persons residing in adjacent residential areas. Limited service and office establishments are permitted in this district provided that such establishments will be conducted without noise, odor or any other condition, which might be disturbing to adjacent residential areas. The minimum size for this District shall be one acre.

5.1-10.1 Minimum Lot Size for Dwelling Units above the First Floor:

Minimum Lot Size

4-bedroom	4,000-sq feet per dwelling unit
3-bedroom	3,500-sq feet per dwelling unit
2-bedroom or less	2,500-sq feet per dwelling unit

5.1-10.2 Maximum Floor Area Ratio: 150%

5.1-10.3 Required Minimum Yards:

- a. Front Yard: When lots front on a street and at least 80% of the frontage directly across the street between two consecutive intersecting streets is in a residential district, the front yard regulations for the residential district shall apply to said lots in the business district. Where the extension of a front or side lot line coincides with the front lot line of an adjacent lot located in a residential district, a yard equal in depth to the minimum front yard required by this Chapter on such adjacent lot in the residential district shall be provided along such front or side lot line for a distance of at least 25 feet, including the width of any intervening alley, from such lot in the residential district.
- b. Side Yard: Where a side lot line coincides with a side or rear lot line of a property in an adjacent residential district, a yard shall be provided along such side lot line. Such yard shall be equal in dimension to the minimum side yard, which would be required under this ordinance for a residential use on the adjacent property in the residential district.
- c. Rear Yard: Where a rear lot line coincides with a side or rear lot line of a property in an adjacent residential district, a yard shall be provided along such rear lot line. Such yard shall be 20 feet in depth. A rear yard shall not less than 30 feet in depth and beginning at a level no higher than that of the finished floor of the lowest residential unit shall be provided for residential uses located above the first floor.

5.1-10.4 Conditions of Use. All uses permitted in this district (except “R” District uses) shall be subject to the following conditions of use:

- a. Dwelling units and lodging rooms are not permitted below the second floor.
- b. All activities except for outdoor cafés and automobile off-street parking facilities permitted in this District shall be conducted wholly within an enclosed building.
- c. Establishments of the “drive-in” type, offering goods or services directly to customers waiting in parked motor vehicles are not permitted.
- d. That there shall be no manufacture, processing or treatment of products other than those which are clearly incidental and essential to the retail business conducted on the same premises.
- e. That not more than three persons (exclusive of manager, clerks, and drivers) shall be engaged in the manufacture, processing or treatment of products.
- f. That such uses, operations or products shall not be objectionable due to odor, dust,

smoke, noise, vibration or other similar causes.

- g. All deliveries and loading related activities, as well as parking lot sweeping in the service area, directly abutting a residential area shall not be permitted between the hours of 10:00 p.m. and 7:00 a.m.
- h. Refrigerated trailers shall not be left separated from the cab on the site.
- i. All trailers shall only be parked within the designated loading areas.

5.1-11 General Business District: B-2 . The purpose of the B-2 district is to provide sites to be used primarily as community shopping centers which serve a large trade area and to include the grouping of more compatible business uses which promote public convenience and business prosperity. Commercial activities including business and off uses are permitted in this district. The minimum size for this District shall be four acres.

5.1-11.1 Minimum Lot Size for Dwelling Units above the First Floor:

Minimum Lot Size

Multiple-Family

4 bedrooms	5,000-sq. feet per unit
3 bedrooms	4,500-sq. feet per unit
2 bedrooms	3,500-sq. feet per unit

Lodging Room	600-sq. feet per dwelling unit
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5.1-11.2 Maximum Floor Area Ratio: 250%

5.1-11.3 Required Minimum Yards:

- a. Front Yard: When lots front on a street and at least 80% of the frontage directly across the street between two consecutive intersecting streets is in a residential district, the front yard regulations for the residential district shall apply to said lots in the business district. Where the extension of a front or side lot line coincided with the front lot line of an adjacent lot located in a residential district, a yard equal in depth to the minimum front yard required by this ordinance on such adjacent lot in the residential district shall be provided along such front or side lot line for a distance of at least 25 feet, including the width of any intervening alley, from such lot in the residential district.
- b. Side Yard: Where a side lot line coincides with a side or rear lot line of a property in an adjacent residential district, a yard shall be provided along such side lot line. Such yard shall be equal in dimension to the minimum side yard, which would be required under this ordinance for a residential use on the adjacent property in the residential district.
- c. Rear Yard: Where a rear lot line coincides with a side or rear lot line of a property in an adjacent residential district, a yard shall be provided along such rear lot line. Such yard shall be 20 feet in depth. A rear yard shall be provided for residential uses located above the first floor, such yard to be not less than 30 feet in depth and to begin at a level no higher than that of the finished floor of the lowest residential unit.

5.1-11.4 Conditions of Use. All uses permitted in this district (except “R” district uses) shall

be subject to the following conditions:

- a. Dwelling units and lodging rooms are not permitted below the second floor.
- b. That there shall be no manufacture, processing, or treatment of products other than those which are clearly incidental and essential to the retail businesses conducted.
- c. That not more than five persons (exclusive of manager, clerk and drivers) shall be engaged in said manufacture, process or treatment of products including catering, cleaning, laundering, plumbing, upholstering and other similar permitted uses.
- d. That such uses, operation or products shall not be objectionable due to odor, dust, smoke, noise, vibrations or other similar causes.
- e. The preparation of articles intended for human consumption shall be conducted wholly within an enclosed building. However, the consumption of such articles may be permitted outdoors in an enclosed area.
- f. All activities except for outdoor cafes, the sale of Christmas trees, and automobile off street parking facilities permitted in this District shall be conducted wholly within an enclosed building.
- g. All deliveries and loading related activities, as well as parking lot sweeping in the service area, directly abutting a residential property shall not be permitted between the hours of 10:00 p.m. and 7:00 a.m.
- h. Refrigerated trailers shall not be left separated from the cab on the site.
- i. All trailers shall only be parked within the designated loading areas.

5.1-12 General Service, Wholesale and Motor Vehicle District: B-3. The purpose of the B-3 district is to provide areas primarily for motor vehicle oriented uses, wholesale/retail and service establishments. This district is located on arterial streets designated on the Village Official Map or Village Comprehensive Plan Map. The minimum size for this District shall be four acres

5.1-12.1 Minimum Lot Size for Dwelling Units above the First Floor:

Minimum Lot Size

Multiple Family:

4-bedrooms	5,000-sq feet per dwelling unit
3-bedrooms	4,500-sq feet per dwelling unit
2-bedrooms	3,500-sq feet per dwelling unit

Lodging Room 600-sq feet per lodging room

5.1-12.2 Maximum Floor Area Ratio: 350%

5.1-12.3 Required Minimum Yards.

- a. Front Yard: When lots front on a street and at least 80% of the frontage directly across

the street between two consecutive intersecting streets is in a residential district, the front yard regulations for the residential district shall apply to said lots in the business district. Where the extension of a front or side lot line coincided with the front lot line of an adjacent lot located in a residential district, a yard equal in depth to the minimum front yard required by this ordinance on such adjacent lot in the residential district shall be provided along such front or side lot line for a distance of at least 25 feet, including the width of any intervening alley, from such lot in the residential district.

- b. Side Yard: Where a side lot line coincides with a side or rear lot line of a property in an adjacent residential district, a yard shall be provided along such side lot line. Such yard shall be equal in dimension to the minimum side yard, which would be required under this ordinance for a residential use on the adjacent property in the residential district.
- c. Rear Yard: Where a rear lot line coincides with a side or rear lot line of a property in an adjacent residential district, a yard shall be provided along such rear lot line. Such yard shall be 20 feet in depth. A rear yard shall be provided for residential uses located above the first floor, such yard to be not less than 30 feet in depth and to begin at a level no higher than that of the finished floor of the lowest residential unit.

5.1-12.4 Conditions of Use. All uses permitted in this district (except “R” District uses) shall be subject to the following conditions of use:

- a. Dwelling units are not permitted below the second floor.
- b. That there shall be no manufacture, processing, or treatment of products other than those which are clearly incidental and essential to the retail businesses conducted.
- c. That such uses involving the production, processing, cleaning, servicing, testing or repair of materials, goods or products shall take place within completely enclosed buildings, except for the storage of building materials and except for the parking of motor vehicles in the open.
- d. That such uses, operations or products shall not be objectionable due to odor, dust, smoke, noise, vibrations or other similar causes.
- e. The preparation of articles intended for human consumption shall be conducted wholly within an enclosed building. However, the consumption of such articles may be permitted outdoors in an enclosed area.
- f. All deliveries and loading related activities, as well as parking lot sweeping in the service area, directly abutting a residential property, shall not be permitted between the hours of 10:00 p.m. and 7:00 a.m.
- g. Refrigerated trailers shall not be left separated from the cab on the site.

5.1-13 Limited Service District: B-4. The purpose of the B-4 district is to provide areas for specialized services for home, business and industry. It shall also provide a buffer between existing residential areas and industrial areas. The minimum size for this District shall be four acres.

5.1-13.1 Minimum Lot Width at Building Line. 50 feet

5.1-13.2 Maximum Floor Area Ratio: 150%

5.1-13.3 Required Minimum Yards.

a. Non-Transitional Yards (Not Adjacent to Residential Districts)

1. Front Yard: Five-foot yard; 10-foot building line. Parking is allowed in the five feet adjacent to the building.
2. Side Yard: At least one side yard is required. Minimum total width for yard or yards is 12 feet. No one-yard shall be less than six feet. Side yards may be omitted where two or more buildings are developed with party walls or as adjoining buildings (total length of building not to exceed 200 feet). In such case, side yards shall be provided at both ends of the property. In the case of a side yard serving as a drive, the minimum side yard shall be 12 feet exclusive of walks or landscaped areas.
3. Rear Yard: 10 feet.

b. Transitional Yards (Adjacent to Residential Districts)

1. Front Yard: When lots front on a street and at least 80% of the frontage directly across the street between two consecutive intersecting streets is in a residential district, the front yard regulations for the residential district shall apply to said lots in the business district. Where the extension of a front or side lot line coincided with the front lot line of an adjacent lot located in a residential district, a yard equal in depth to the minimum front yard required by this ordinance on such adjacent lot in the residential district shall be provided along such front or side lot line for a distance of at least 25 feet, including the width of any intervening alley, from such lot in the residential district.
2. Side Yard: Where a side lot line coincides with a side or rear lot line of a property in an adjacent residential district, a yard shall be provided along such side lot line. Such yard shall be equal in dimension to the minimum side yard which would be required under this Chapter for a residential use on the adjacent property in the residential district.
3. Rear Yard: Where a rear lot line coincides with a side or rear lot line of a property in an adjacent residential district, a yard shall be provided along such rear lot line. Such yard shall be 20 feet in depth.

5.1-13.4 Maximum Building Lot Coverage: 70%

5.1-13.5 Maximum Building Height: 30 feet and two stories.

5.1-13.6 Conditions of Use. All uses permitted in this district (except “R” District uses) shall be subject to the following conditions of use:

- a. That there shall be no manufacture, processing or treatment of products other than those which are clearly incidental and essential to the businesses conducted.

- b. That such uses, operations or products shall not be objectionable due to odor, dust, smoke, noise, vibrations or other similar causes.
- c. All activities shall take place within completely enclosed buildings unless otherwise specified.
- d. Within 150 feet of the nearest point of any residential district, all storage shall be in completely enclosed buildings or structures and storage located elsewhere in this district may be open to the sky, but shall be enclosed by solid wall or fence, including solid doors or gates thereto at least eight feet high, but in no case lower than the enclosed storage.
- e. All deliveries and loading related activities, as well as parking lot sweeping in the service area, directly abutting a residential property shall not be permitted between the hours of 10:00 p.m. and 7:00 a.m.
- f. Refrigerated trailers shall not be left separated from the cab on the site.
- g. All trailers shall only be parked within the designated loading areas.

5.1-14 Downtown District: B-5. The purpose of the B-5 District is to provide a central area for various retail, office, governmental, institutional, public, residential and cultural activities. Emphasis on pedestrian traffic and access will be encouraged for all uses permitted. The minimum size for this District is 30 acres.

5.1-14.1 Minimum Lot Size for Dwelling units above the First Floor.

1-bedroom or less	300-sq feet per dwelling unit
2-bedrooms	400-sq feet per dwelling unit
3-bedrooms	500-sq feet per dwelling unit
Hotels	250-sq feet per lodging room

5.1-14.2 Required Minimum Yards.

- a. Public Street Frontage; none, except where 50% or more of the property directly across the street frontage is zoned R-3 a 20 foot setback is required.
- b. Interior Yards/Lot Lines: 25 feet if abutting residential districts. Additional setbacks may be required pursuant to an approved Planned Unit Development and/or Building Code requirements.

5.1-14.3 Maximum Building Height. The maximum height of any building shall be 90 feet exclusive of elevator penthouses, stair heads and other mechanical equipment facilities. For parcels or lots of 10,000 square feet or larger, the maximum building height may be increased up to 140 feet (180 feet for air rights developments over railroads) by using the following height bonus system:

- a. **Setback Bonus.** Two additional feet in height shall be allowed for each one foot of building wall setback measured from the property line to building line.
- b. **Landscaped Mall or Plaza Bonus.** One additional foot in height shall be allowed for each whole unit of 1,000-square foot of fully landscaped plaza. An area of less than 50 feet in width will be considered setback and not plaza. The Village shall consider appropriate landscaping to include shade trees, shrubs, planter boxes, grass sculpture, decorative paving, fountains, all of which must be for public enjoyment.
- c. **Arcade Bonus.** Eleven feet six inches additional height shall be allowed for each 1,000-square foot of an arcade. An arcade must have a minimum horizontal clearance of five feet, as measured from the inner wall to the projecting wall, with a minimum height of 9 feet.
- d. **Multi-use Concept Bonus.** Twenty-three additional feet of height shall be allowed for a building with two different non-residential uses. A use of less than an entire floor area will not qualify for a bonus. Only the following uses will qualify for this height bonus: retail business, services, offices, hotel and theater.
- e. **Enclosed Parking Bonus.** Eleven feet six inches additional height shall be allowed for each level of underground car parking. Five feet nine inches additional height shall be allowed for each level of a parking structure above grade.
- f. **General Amenities Bonus.** Twenty-three additional feet in height shall be allowed for landscaping. Landscaping credited under (b) above may not be a part of the general amenities bonus.
- g. **Upper Floor Setback Bonus.** Eleven feet six inches additional height shall be allowed for each whole unit of ten feet setback of the largest floor above the third floor. Setback shall be measured from the face of the lower floor to the face of the largest upper floor.

5.1-14.4 Conditions of Use. All uses permitted in this district shall be subject to the following conditions of use:

- a. Any non-residential use permitted in the B-5 District shall conform to the conditions of use provided in the B-2 General Business District;
- b. Dwelling units shall not be permitted below the second floor;
- c. All land within the B-5, Downtown District Classification, shall be located on land contiguous to existing B-5, Downtown District zoning classification and designated as Downtown District Mixed Use on the Village Comprehensive Plan.

5.1-15 Research, Development, and Light Manufacturing District: M-1. The purpose of the M-1 District is to encourage the grouping of offices, research offices and laboratories, light manufacturing uses, and ancillary business uses. The District should be accessible to an arterial street designated on the Village Official Map or Village Comprehensive Plan Map. Residential and retail uses are prohibited. Performance standards protect residential areas by restricting objectionable manufacturing activities such as noise, vibration, smoke, dust, odors, heat, glare, fire hazards, and other objectionable influences. The minimum size for this

District shall be four acres.

5.1-15.1 Minimum Lot Size and Minimum Lot Width at Building Line: The minimum lot size is 25,000 square feet. Each principal building site shall have a minimum frontage of 100 feet on either a public or private street.

5.1-15.2 Maximum Floor Area Ratio: 250%

5.1-15.3 Required Minimum Yards.

- a. Front Yard: 50 feet for yards located on a major or secondary arterial and 40 feet for all others.
- b. Side Yard: 10% of lot width or 25 feet whichever is greater, but the total side yard does not need to exceed 50 feet. Building lines shall not be closer than 50 feet from a residential district boundary, unless such residential district boundary falls within a street right-of-way in which case it shall not be closer than 125 feet. No structures, drives, parking lots, parked cars or other obstructions may be located within six feet of the residential boundary line within a yard adjoining a residential district.
- c. Rear Yard: 30 feet except when adjacent to residential districts, in which case a 50 foot minimum rear yard shall be required.

5.1-15.4 Building Lines for Accessory Buildings. An accessory building shall be built only in the rear yard of a principal building and shall have a building line of at least 25 feet from the rear and side property lines, except as otherwise provided by subsection 6.6-5. When the rear of the property lines are also the street property lines and are not the boundaries of residential zoning districts, the required yard shall be 50 feet on major and secondary arterial streets and 40 feet on all other streets.

5.1-15.5 Conditions of Use. All uses permitted in this district shall be subject to the following conditions of use:

- a. Any production or processing of goods, materials or products shall take place without creating disturbing influences to the use and occupancy of adjoining properties.
- b. All research, business, production, servicing and processing shall take place within completely enclosed buildings unless otherwise specified. Within 150 feet of a residence district, all storage shall be in completely enclosed buildings or structures, and storage located elsewhere in this district may be open to the sky but shall be enclosed by solid walls or fences (including solid doors or gates thereto) at least eight feet high, but in no case lower in height than the enclosed storage and suitably landscaped.

Open off-street loading facilities and open off-street parking of motor vehicles under one and one-half ton capacity may be unenclosed throughout the District, except for such screening of parking and loading facilities as may be required under applicable provisions of this Chapter.

- c. Every principal building shall be located on a lot which is a lot of record in an approved subdivision approved by the Village of Arlington Heights after February 1, 1964.

5.1-16 Limited Heavy Manufacturing District: M-2. The purpose of the M-2 district is to provide adequate space in appropriate locations for manufacturing and other activities. This district should be accessible to major railroads and arterial streets designated on the Village Official Map or Village Comprehensive Plan Map. Residential and retail uses are prohibited. Performance Standards protect residential areas by restricting objectionable manufacturing activities such as noise, vibration, smoke, dust, odors, heat, glare, fire hazards, and other objectionable influences. The minimum size for this District shall be four acres.

5.1-16.1 Maximum Floor Area Ratio: 250%

5.1-16.2 Required Minimum Yards:

- a. Front Yard: 15 feet except where lots within the same block and comprising 40% of the frontage on the same street are already developed on the effective date of this code, with front yards with an average depth of less than 15 feet, then such average depth shall be the required front yard depth for such frontage in said block.
- b. Side Yard: 10% of lot width but does not need to be greater than ten feet.
- c. Rear Yard: 30 feet when property abuts a residential district. No storage or parking shall take place within 15 feet of the rear lot line.

5.1-16.3 Conditions of Use. All uses permitted in this district are subject to the following conditions of use:

- a. Any production or processing of goods, materials, or products shall take place without creating disturbing influences to the use and occupancy of adjoining properties.
- b. All business, production, servicing and processing shall take place within completely enclosed buildings, unless otherwise specified. Within 150 feet of the nearest point of any residential district, all storage shall be in completely enclosed buildings or structures, and storage located elsewhere in this district may be open to the sky, but shall be enclosed by solid wall or fence, including solid doors or gates thereto, at least eight feet high but in no case lower in height than the enclosed storage. However, open off-street loading facilities and open off-street parking facilities for the storage of motor vehicles may be unenclosed throughout the district except for such screening of parking and loading facilities as may be required under the provisions of Section 6.16.

5.1-17 Public Land District: P-L. The purpose of the P-L district is to provide areas for public facilities which serve the citizens of Arlington Heights. Such facilities shall be developed in accordance with an approved Planned Unit Development.

5.1-17.1 Maximum Floor Area Ratio: 250%

5.1-17.2 Required Minimum Yards:

- a. Front Yard: 15 feet except where lots within the same block and comprising 40% of the frontage on the same street are already developed on the effective date of this code, with front yards with an average depth of less than 15 feet, then such average depth shall be

the required front yard depth for such frontage in said block.

- b. Side Yard: 10% of lot width but does not need to be greater than 10 feet.
- c. Rear Yard: 30 feet when property abuts a residential district. No storage or parking shall take place within 15 feet of the rear lot line.

5.1-17.1 Conditions of Use.

- a. All trucks entering the P-L district for the delivery of raw materials or conveyance of products manufactured or processed within the district shall have access from an arterial or collector street designated on the Village Official Map or Village Comprehensive Plan Map and shall not traverse any local street entering a residential district; provided, however, that this shall not apply where the delivery of products is necessary for the construction of minor streets or individual residential, principal or accessory buildings in residential districts, or where ingress or egress is required by vehicles and equipment to service the district, and there is no direct access from major or primary thoroughfares.
- b. Storm drainage and wastewater shall be disposed of in underground public sewers and shall not be permitted to drain on the surface of public streets.

5.1-18 Overlay Zoning District – Council Trail/Arlington Heights Road. The purpose of the overlay district is to assure that future development of the Council Trail / Arlington Heights Road area is properly developed by encouraging unified, cohesive development. The following conditions of use shall supplement the underlying zoning for the area, but shall supersede the underlying zoning where different.

5.1-18.1 Conditions of Use:

- a. Building Height: maximum 45 feet;
- b. Building Setbacks, Front, Side, Rear: minimum 100 feet;
- c. Parking Lot Setback, East and West Yards: minimum 30 feet;
- d. Landscaping:
 - 1. Landscaping between the east property line and parking lot shall include a mix of eight foot tall Austrian Pines, six foot tall River Birch ornamental trees, six foot tall crabapple trees, four inch caliper Weeping Willow trees and a dense continuous planting of six foot tall Nigra Arborvitae.
 - 2. Landscaping between the north property line and the parking lot shall include a six foot tall board on board fence adjacent to the single family homes fronting on Emerson Street and a mix of eight foot tall Colorado Spruce trees, six foot tall Crabapple trees and four inch caliper shade trees.
 - 3. Detention basin landscaping shall include a mix of four inch caliper shade trees and ornamental trees, as well as various deciduous shrubs and groundcovers.

4. Landscaping of vehicular entryways shall include median landscaping consisting of six foot tall shade or ornamental trees and 24 inch deciduous shrubs, as well as a row of four inch caliper shade trees on both sides of the entryways. A mix of deciduous shrubs and groundcovers shall be provided at the entryways.
 5. Perimeter landscaping along Arlington Heights Road and Council Trail shall include a mix of four inch caliper shade trees and ornamental trees, as well as deciduous shrubs and groundcovers.
 6. Other comparable species may be substituted with the approval of the Planning Department.
- e. Cross Access Easement. Cross access easements are required to allow the adjacent commercial parcel to the north access to the driveway at Pickwick Road and the driveway at Council Trail. These easements shall be established at a time when the adjoining property to the north is developed for commercial uses and include mutual maintenance provisions.
 - f. Access. Access shall be limited as follows: no access to Tonne Road; no access to Foster Street; one access drive to Arlington Heights Road; and one access drive to Council Trail.
 - g. Driveway Locations. The driveway along Arlington Heights Road shall align with Pickwick Road and include two outbound lanes and one inbound lane subject to Illinois Department of Transportation approval. The driveway off of Council Trail shall be located a minimum of 120 feet east of the Arlington Heights Road right-of-way line as measured to the center of the driveway.
 - h. Parking. Parking shall not be required for basement space which is dedicated to storage and mechanical equipment.
 - i. Right-of-Way Dedications. Dedication of right-of-way for Arlington Heights Road, Council Trail and Tonne Road shall be required as determined by the Engineering Department.
 - j. Public Improvements. Roadway improvements shall be required, as determined by the Engineering Department as follows:
 1. The north half of Council Trail along the entire south property line shall include pavement, storm sewer, curb and gutter, sidewalks, and street lighting. Pavement improvements shall include widening of Council Trail for one northbound right turn lane and one southbound left turn lane.
 2. The Arlington Heights Road median between Emerson Street and Pickwick Road shall be re-stripped to accommodate a two-way, bidirectional left hand turn lane, subject to Illinois Department of Transportation approval.
 3. Additional improvements to Arlington Heights Road may be required by the Illinois Department of Transportation.

4. Prior to issuance of a building permit, the developer shall provide an escrow for 33% of the estimated costs of construction for a traffic signal (and warrant study) at the intersection of Council Trail and Arlington Heights Road. The cost estimate shall be determined by the Engineering Department and take into account yearly inflationary rates. If the signal is not constructed within five years of issuance of a certificate of occupancy, then the escrow shall be returned to developer.
- k. Loading areas. As stipulated in Chapter 28, Section 11.7, loading areas shall not be required.

5.1-19 Overlay Zoning District – Euclid Avenue / Rohlwing Road. The purpose of the overlay district is to encourage a high quality, high density, mixed use development given the area's proximity to Route 53 and Arlington Park / Metra station. The following conditions of use shall supplement the underlying zoning for the area, but supersede the underlying zoning where different.

5.1-19.1 Conditions of Use:

- a. Minimum Lot Size:

Dwelling Units above the first floor:

- 1 Bedroom or less: 300 square feet per dwelling unit;
- 2 Bedrooms: 400 square feet per dwelling unit;

- b. Building Setbacks: 15 feet along Euclid Avenue; 15 feet along Rohlwing Road; 70 feet along Salt Creek Lane.
- c. Parking Lot Setbacks: 15 feet along Euclid Avenue and Rohlwing Road; 10 feet along Salt Creek Lane.
- d. Prohibited Uses:

The following uses shall be prohibited:

Automobile Service Stations;
Motor Vehicle Repair, Minor;
Motor Vehicle Sales and Incidental Rental of Motor Vehicles;
Motor Vehicle Sales Lots;
Pawn Shop / Cash Converter;
Currency Exchanges.
Funeral Parlors / Mortuary;
Animal Hospitals.

- e. All development shall be subject to an approved Planned Unit Development.

5.1-20 Overlay Zoning District – Hickory Kensington Area. The purpose of the overlay district is to implement the goals of the Hickory Kensington Area Plan by establishing development guidelines specific to the redevelopment area. The following conditions of use shall supplement the underlying zoning for the area, but supersede the underlying zoning where different.

5.1-20.1 Conditions of Use:

a. Building Height:

R-6	Minimum:	30'
	Maximum:	40'
R-7	Minimum:	35'
	Maximum:	55'
B-2	Minimum:	40'
	Maximum:	60'

b. Floor Area Ratio:

R-7	250%
B-2	No Requirement

c. Building Lot Coverage:

R-7	60%
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d. Building Setbacks:

Public Street Frontages:	R-6	R-7	B-2	B-3
Minimum:	10'	8'	0' (10' on Kensington)	10' on Kensington
Maximum:	15'	10'	5' (15' on Kensington)	15' on Kensington

Front: R-6, R-7, B-2: No Requirement

Side:

R-6	10% of lot width (5' minimum, 30' maximum)
R-7	10% of lot width (5' minimum, 30' maximum)
B-2	In the case of walls having window openings there shall be a minimum open space of 25' between buildings

Rear:

R-6	30'
R-7	30'
B-2	30'

e. Minimum Lot Size – Multiple Family

B-2	1 bedroom or less	450 sq. feet per unit
	2 bedroom	750 sq. feet per unit

f. Spacing Between Buildings

R-6	10'
R-7	10'

g. Parking – Residential

B-2 1.5 spaces per unit

Parking Lots: Surface. R-6, R-7, B-2 No more than 33% of a development can be allocated to surface parking lots.

- i. B-2: First floor commercial shall not be required fronting Campbell Street
- j. Prohibited Uses: Single-Family Detached;
Institution, Residential;
Schools: Elementary, High and College (Public and Private);
Churches, Synagogues and other places of worship (including lodging);
Day Care Centers
- k. Buildings constructed prior to February 20, 2012 in areas zoned M-2 as set forth on the Village's Zoning Map, dated January 1, 2013 can be occupied by uses permitted in the M-2 Limited Heavy Manufacturing District as set forth in the Permitted Use Table.
- l. All development shall be subject to an approved Planned Unit Development consistent with the Hickory/Kensington Area Plan.

5.21 Outdoor Eating Cafés on Private Property. Restaurants located in the B-1, B-2, B-3, and B-5 Districts may seek permission to have an Outdoor Eating Café on Private Property. Such cafés are eligible for the Special Use Waiver process set forth in Section 8.7 of this Chapter and must meet the following conditions:

- a. The outdoor café may only be an incidental use to an existing restaurant that has obtained a special use permit or special use waiver from the Village;
- b. All tables, chairs, and other appurtenances shall be installed in such a manner that they can be easily removed during winter months and/or if required by the Village and must be designed to withstand a wind pressure of not less than 30 pounds per square foot;
- c. The sale and consumption of alcoholic beverages in the outdoor café shall be restricted by the liquor license governing the restaurant;
- d. The outdoor café shall not be detrimental to the health, safety, morals or general welfare of persons residing or working in the vicinity;
- e. The outdoor cafe may only be open between the hours of 6:00 a.m. and 11:00 p.m.;
- f. The proprietor shall provide adequate outdoor refuse disposal as required by the Village's Health Department; and
- g. The following design criteria apply to all outdoor cafés:
 - 1. Outdoor furnishings, materials and their color should be selected for continuous harmony and aesthetic quality with the adjoining buildings and streetscape. Materials shall be of durable quality such as wrought iron; light gauge materials like aluminum

and plastics shall be generally discouraged. Weather resistant wood is allowed only as a secondary accent material;

2. Colors shall be harmonious; brilliant or bright colors shall be used only for accent; and
3. Materials and finishes shall be selected for their durability and wear as well as for their beauty. Proper measures shall be taken to correct damage or decline due to the elements, neglect or abuse.

5.22 Outdoor Eating Cafés on Public Property. Restaurants located in the B-5 District may seek permission from the Village to have an Outdoor Eating Café on public property. Such cafés are eligible for the Special Use Waiver process set forth in Section 8.7 of this Chapter and must meet the following conditions:

- a. The use of public sidewalks for restaurant tables shall only be permitted incidental to the operation of a restaurant on private contiguous property that has obtained a special use permit or special use waiver from the Village;
- b. In no event shall the operation of the sidewalk cafe reduce the open portion of the public sidewalk to less than five feet clear of all obstructions (i.e. street lighting, benches, trees, trash receptacles, etc.);
- c. No permit shall be issued until the applicant enters into a lease of the right-of-way, signs a hold harmless agreement and submits to the Village evidence of general liability insurance and dram shop insurance, including the Village as a named insured and insuring the Village against any liability resulting from the uses permitted by the adopted ordinance. Minimum coverage shall be \$1,000,000 for general liability insurance and \$300,000 for dram shop insurance and shall have no less than an “A” rating by the most recent AM Best Insurance Rating Guide;
- d. All maintenance and upkeep of the public right-of-way associated with the operation of the outdoor cafe shall be the responsibility of the owner of such cafe (upkeep includes the replacement of damaged public property, i.e. brick pavers);
- e. All outdoor cafe permits shall be subject to an annual review and such permits may be revoked at any time on 30 days’ notice;
- f. Tables to be placed within the Village’s right-of-ways shall not have a surface area greater than nine-square feet, shall be easily removable and cannot, in any way, impede safe pedestrian movement;
- g. All tables, chairs, and other appurtenances shall be installed in such a manner that they can be easily removed during winter months and/or if required by the Village and must be designed to withstand a wind pressure of not less than 30 pounds per square foot;
- h. The sale and consumption of alcoholic beverages in the outdoor café shall be restricted by the liquor license governing the restaurant;

- i. The outdoor café shall not be detrimental to the health, safety, morals or general welfare of persons residing or working in the vicinity;
- j. The outdoor cafe may only be open between the hours of 6:00 a.m. and 11:00 p.m.;
- k. The proprietor shall provide adequate outdoor refuse disposal as required by the Village's Health Department;
- l. The following design criteria apply to all outdoor cafés:
 - 1. Outdoor furnishings, materials and their color should be selected for continuous harmony and aesthetic quality with the adjoining buildings and streetscape. Materials shall be of durable quality such as wrought iron; light gauge materials like aluminum and plastics shall be generally discouraged. Weather resistant wood is allowed only as a secondary accent material;
 - 2. Colors shall be harmonious; brilliant or bright colors shall be used only for accent;
 - 3. Materials and finishes shall be selected for their durability and wear as well as for their beauty. Proper measures shall be taken to correct damage or decline due to the elements, neglect or abuse.

5.23 Outdoor Sale of Christmas Trees in a Residential District. The outdoor sale of Christmas trees and ancillary items is permitted in the following Districts: R-E, R-1, R-2, R-3, B-2, and B-3. With regard to the R-E, R-1, R-2, and R-3 Districts, the outdoor sale must be in conjunction with a church use.

For all listed districts, the sale is only permitted for a 30-day period each year. The 30-day period may be determined by the business operator and shall be subject to the following conditions:

- a. That such sales shall not substantially reduce the parking so as to create a shortage of available customer parking;
- b. That the location and use of the tree sales and accessory equipment on the site be handled in a manner that will not create a disturbance to surrounding residential properties as determined by the Building Commissioner;
- c. That the remaining debris be mulched and removed from the location, and all temporary structures be removed from the location;
- d. That the operation of outdoor Christmas tree sales be permitted between the hours of 9:00 a.m. and 9:00 p.m. and that all lighting and other equipment be turned off when the business is not in operation;
- e. No living quarters shall be permitted in conjunction with the Christmas tree sales operation.

5.24 Administrative Occupancy Requirement for Community Residence, Large (5 to 8

persons). A community residence housing five to eight developmentally disabled persons is permitted in all Residential Districts (R-E, R-1, R-2, R-3, R-4, R-5, R-6, and R-7) as well as the Institutional District. In order to receive an Administrative Occupancy Permit, the following conditions must be met:

- a. The residence shall be licensed by the State; and
- b. The residence shall be located within 1,200 lineal feet (as measured property line to property line) from an existing or approved Community Residence, Large; unless petitioner can prove that the legitimate government interest of normalization through dispersion can be maintained.
- c. All codes, regulations and policies of the Village of Arlington Heights shall be complied with; and
- d. Each residence shall provide one parking space per employee present plus one space for each resident who owns and/or operates a motor vehicle. All required parking shall be accommodated in the residence's garage and driveway.

If any of the above requirements cannot be met, then the Community Residence shall be required to obtain a Special Use Permit.

All community residences obtaining an Administrative Occupancy Permit are required to renew their permit annually, including providing the Village with a copy of their current State license. Any increase in the number of residents living in the facility beyond what the Administrative Occupancy Permit allows will require reapplication by the community residence operator.

2. That Section 5.3-1.1, Table of Minimum Lot Size and Minimum Lot Width, is hereby deleted in its entirety.

3. That the permitted use, Automobile Driving School, is deleted and the following permitted uses are hereby amended to read as follows from Section 5.5-1, Permitted Use Table-Commercial Uses:

Commercial Uses	B1	B2	B3	B4	B5	I	OT	PL	M1	M2
Amusement Facility, Large		s	s							
Amusement Facility, Small		p	p							

c. That subsections b. and c. of Section 6.13-3, Fence Permit Required-Location of Fences, are hereby deleted in their entirety and substituted in lieu thereof with the following:

- b. Side and Rear Yards. Fences can be solid, open or semi-open and shall not exceed a height of six feet subject to the following:
 1. Through Lots. On through lots that are adjacent to non-through lots, fences in yards with road frontages may not exceed 36-inches and shall not contain any sharp points and must be an open fence;

2. **Corner Lot.** That portion of the side and rear yard with street frontages may have solid, open or semi-open fences erected no closer than five feet to the perimeter of the lot. Landscaping, a minimum of three-foot high and spaced a maximum of 48-inches on center, must be provided along the street side of the fence. The perimeter of the lot is defined as the lot line, sidewalk, or street pavement, whichever is closest to the building. In each instance where the building is closer than five feet to the perimeter of the lot, no fence shall extend beyond the line of the principal building. An open fence, not exceeding a height of 36 inches, shall be allowed anywhere within the Rear Yard and shall not contain any sharp points; and
 3. **Visibility.** Within 12 feet of intersecting property lines at streets, walks, driveways, bike paths, or walking paths, fences shall not exceed 36-inches and shall not contain any sharp points and must be an open fence.
- c. **Exterior Side Yards.** Fences shall be allowed in an Exterior Side Yard with the following limitations:
1. A solid, open or semi-open fence, not exceeding a height of six feet shall be allowed no closer than five feet to the perimeter of the lot. Landscaping, a minimum of three feet high and spaced a maximum of 48 inches on center, must be provided along the street side of the fence. The perimeter of the lot is defined as the lot line, sidewalk, or street pavement, whichever is closest to the building. In each instance where the building is closer than five feet to the perimeter of the lot, no fence shall extend beyond the line of the principal building; and
 2. An open fence, not exceeding a height of 36 inches shall be allowed within the Exterior Side Yard and shall not contain any sharp points.
- d. That Section 6.6-5.1, Table of Permitted Obstructions, is hereby amended by adding five permitted obstructions and amending an existing permitted obstruction to the existing table as follows:

6.6-5.1 Table of Permitted Obstructions (F=Front S=Side R=Rear)

Entryway/Portico, open. Intended to provide cover for a doorway-cannot extend more than five out from the building and not more than ten feet across with a minimum of 3.5 to side lot line. Steps as are necessary for access to a permitted building with a minimum of 3.5 to side lot line or for access to a zoning lot from a street or alley.	F	S	R
Fire Pits			R
Generators			R
Outdoor Living/Kitchen Space			R
Sport Courts (Fences for Sport Courts to comply with fence regulations)			R

- e. That subsection a., iv., in Section 6.5-7, Maximum Size of Accessory Structures, is deleted in its entirety.
- f. That subsections 7.1, 7.3, 7.4 and 7.6 in Section 28-7, Non-Conforming Use and Buildings, are hereby amended to read as follows:

Section 28-7 - Non-Conforming Use and Buildings.

7.1 Continuation of Non-Conforming Uses and Building. A lawfully established use, building or structure which becomes non-conforming with respect to this Code on the effective date thereof or as a result of any subsequent amendment, may be continued except as otherwise provided in this Section.

7.3 Discontinuance of Non-Conforming Use.

When the non-conforming use of a building, structure, or portion thereof, which is designed or intended for a use not permitted in the district in which it is located, is discontinued for a continuous period of one year, such building structure, or portion thereof shall thereafter be occupied only by a use which conforms to the use regulations of the district in which it is located.

Any non-conforming use which is discontinued for a continuous period of one year shall not thereafter be resumed, and the premises shall thereafter be resumed, and the premises shall thereafter be occupied only by a use which conforms to the use regulations of the district in which it is located.

7.4 Enlargements of Non-Conforming Uses and Buildings.

There shall be no enlargement of a non-conforming use.

When a building, structure, or portion thereof, is designed or intended for a use not permitted in the district in which it is located, it shall not be enlarged, added to, or structurally altered in any manner except as may be required by law, unless the building or structure and use thereof shall be made to conform to the use regulations of the district in which it is located.

7.5 Repairs and Alterations of Non-Conforming Buildings and Structures. Repairs and alterations necessary in the ordinary course and operation of a building or structure may be made to a non-conforming building or structure, except that no structural alterations shall be permitted, unless such structural change is for the purpose of conforming with the use district. Alterations designed to increase the intensity of a non-conforming uses, are prohibited.

7.6 Damage or Destruction. A building or structure which contains a non-conforming use or is designed or intended for a use not permitted in the district in which it is located and which is damaged or destroyed by any means to the extent of 50% of its replacement value shall not be restored unless the building or structure and the use thereof shall conform to all the regulations of the district in which it is located.

g. That subsections 1.3, 2, 3.1, 3.3 and 3.4, in Section 7.8, Termination of Non-Conforming Uses, Buildings or Structures, are hereby amended to read as follows:

7.8-1.3 Frame type construction of exterior walls of wood or timber frame construction irrespective of the type of exterior surfaces and all other structures not qualifying under paragraphs 7.8-1.1 or 7.8-1.2 and all physical improvements to land, all or substantially all of which are below or at ground level 10-years from the date of the building, structure, or portion thereof became non-conforming with respect to this code as hereinbefore indicated, or 20-years from the date of issuance of the building permit for the construction of either the whole structure or the initial building or initial part thereof, whichever period shall terminate

last.

If, prior to the adoption of this Section, substantially all of a non-conforming building has been reconstructed, rebuilt, or structurally altered, or if an addition at least equal in size or valuation has been structurally attached thereto, then for the purposes of determining the normal useful life of such building, the date of issuance of the building permit therefore shall be taken to be the date of issuance of the building permit for such reconstruction, alteration, or addition.

7.8-2 Non-Conforming Use of Conforming Building. In a Residence District, the non-conforming business or manufacturing use of a building, or portion thereof which is designed or intended for a residential purpose, or for residential accessory purpose, shall be entirely discontinued on or before five-years from the date the use became non-conforming with respect to this Section and not be reestablished.

7.8-3 Non-Conforming Use of Land.

7.8-3.1 The non-conforming use of land in a Residence District shall be terminated not later than 2-years from the date the use became non-conforming with respect to this Section in each of the following instances:

- a. Where no buildings or structures are employed in connection with such use, or where the only buildings, structures, or other physical improvements employed are accessory or incidental to such use or have an assessed valuation of less than \$5,000.00 or
- b. Where such use is maintained in connection with a conforming building or structure; except that inadequate off-street parking facilities accessory to a building or structure located in the Residence District and occupied by a use conforming with the requirements of the district may be continued for as long a time as the premises are used for a permitted use.

7.8-3.2 A non-conforming use of land which is accessory to the non-conforming use of a building or structure shall be discontinued on the same date the non-conforming use of the building or structure is discontinued.

7.8-3.3 A non-conforming use of land which has in connection therewith, physical improvements all or substantially all of which are underground or at ground level shall be deemed to be a non-conforming structure, and shall be subject to the applicable provisions of Section 7.8.

- h. That subsections 4.1 and 4.2 of Section 7.8 Exempted Buildings, Structures and Uses, are hereby amended to read as follows:

7.8-4 Exempted Buildings, Structures and Uses.

7.8-4.1 No lawfully established building, structure, or use shall be subject to the termination provisions of this Section solely for reasons of being non-conforming with respect to the standards prescribed in this Chapter for any of the following: Floor Area Ratio, Yards - Front, Side, Rear, or Transitional; Off-Street Parking or Loading; Lot Area, Building Height and Gross Floor Area.

7.8-4.2 No non-conforming residential use or building lawfully established in a residential district shall be subject to the termination provisions of this Section.

i. That Section 28-10, Signs is hereby deleted and Section 28-11, Off Street Parking and Loading, is hereby renumbered as 28-10 with all of its subsections renumbered accordingly.

j. That Sections 28-10 through 28-10.2-14.2, Off Street Parking and Loading, are hereby amended to read as follows:

Section 28-10 - Off Street Parking and Loading.

The off-street parking and loading provisions of this Section shall apply as follows:

10.1 For all buildings and structures erected and all uses of land established after the effective date of this Section, accessory parking and loading facilities shall be provided as required by the regulations of the districts in which such buildings or uses are located. However, where a building permit has been issued prior to the effective date of this Section, and provided that construction is begun within six months of such effective date and diligently pursued to completion, parking and loading facilities as required hereinafter need not be provided.

10.1-1 When the intensity of use of any building, structure, or premises is planned to be increased through addition of units, gross floor area, seating capacity, or other units of measurement specified herein for required parking or loading facilities, parking and loading facilities as required herein shall be provided for such increase in intensity of use.

10.1-2 Whenever the existing use of a building or structure is changed to a new use, parking or loading facilities shall be provided as required for such new use. However, if the building or structure was erected prior to the effective date of this Section, additional parking or loading facilities are required only in the amount by which the requirements for the new use would exceed those for the existing use if the latter were subject to the parking and loading provisions of this Section.

10.1-3 Control of Off-Site Parking Facilities. In a residential district, no zoning certificate for off-site facilities shall be issued until the Plan Commission has conducted a hearing for a special use in accordance with Section 8. No off-site parking shall be located in a residential zoning district unless accessory to a use permitted in that district.

10.1-4 Submission of Parking Plan. Any application for a building permit, or for a certificate of occupancy where no building permit is required, shall include a parking plan drawn to scale and fully dimensioned showing any parking or loading facilities to be provided in compliance with this Section.

10.2 Additional Regulations – Parking.

10.2-1 Except as otherwise indicated, required accessory off-street parking facilities provided for uses listed hereinafter shall be solely for the parking of vehicles of patrons, occupants (or their guest), or employees of such uses.

10.2-2 Floor Area. See Section 28-3(48) for floor area measurement requirements.

10.2-3 Employees. Parking spaces required on an employee basis shall be based on the maximum number of full or part-time employees on duty or residing, or both on the premises at any one time.

10.2-4 Capacity. Parking spaces required on the basis of capacity shall be based on the capacity as determined by current Village Building and Fire Codes.

10.2-5 Computation. When determination of the number of off-street parking spaces required by this Section results in a requirement of a fractional space, any fraction of one-half or less may be disregarded, while a fraction in excess of one-half shall be counted as one parking space.

10.2-6 Collective Provision. Off-street parking facilities for separate uses may be provided collectively if the total number of spaces so provided collectively is not less than the sum of the separate requirements for each such use and provided that all regulations governing location of accessory parking spaces in relation to the use served are adhered to. Further, no parking space or portion thereof shall serve as a required space for more than one use unless otherwise authorized by the Plan Commission in accordance with Section 11.1-5.

10.2-7 Size. A required off-street parking space shall be at least nine feet in width and at least eighteen feet in length, exclusive of access drives or aisles, ramps, columns, or office or work areas. The length of a parking space can be reduced to sixteen and one half feet including wheel stop if additional space of one and one half feet in length is provided for car overhang. At least three feet, excluding any car overhang space, must be provided for any planting screen. The parking shall have a vertical clearance of at least seven feet.

10.2-8 Horizontal widths for parking rows, aisles, and modules shall be provided at widths no less than listed in the following table:

	Parallel	30	One Way 45	60	Two Way 90
Single Row Parking	9'	17'	19'	20'	18'
Driving aisle	12'	12'	13'	18'	24'
Minimum width of module	21'	29'	32'	38'	42'
Two row parking	18'	34'	38'	40'	36'
Driving aisle	12'	12'	13'	18'	24'
Minimum width of module	30'	46'	51'	58'	60'

Certain required off-street parking spaces mandated by this Section may be satisfied by spaces eight and one-half feet in width by 18 feet in length if the Petitioner provides an analysis that justifies the narrower spaces to the satisfaction of the Director of Engineering. Spaces predominantly patronized by rapid-turnover parkers do not qualify for the narrower

width.

10.2-9 Access. Each required off-street space shall open directly upon an aisle or driveway of such width and design as to provide safe and efficient means of vehicular access to such parking space. All off-street parking facilities shall be designed with appropriate means of vehicular access to a street or alley in a manner which will least interfere with traffic movement.

No driveway across public property or requiring a curb cut shall exceed a width of 25 feet, except when, in the opinion of the Director of Engineering, safe and efficient design principals require an increase, in which case the Director of Engineering may authorize a maximum driveway width of 36 feet. Furthermore, no access from a street or alley to off-street parking facilities shall be located less than 35 feet from the intersection of the right-of-way of two intersecting streets.

10.2-10 Handicapped Parking. Parking for the handicapped shall be provided at a size, number and location, as specified by the current Illinois Accessibility Code.

10.2-11 In Yards.

10.2-11.1 In R-E, R-1, R-2, and R-3 Districts, off-street parking spaces shall be allowed based on the following:

- a. Off-street parking spaces may be located in any yards but only on concrete or asphalt surfaces.
- b. Except as set forth in subsection c. below, no driveway and/or parking area shall exceed a width of 22 feet.
- c. For three car garages, a driveway and/or parking area shall be allowed to be a maximum of 32 feet in width, within 18 feet of the garage's front elevation when, in the opinion of the Director of Engineering, the installation of such driveway will not be detrimental to drainage or alter the character of the area.
- d. When the garage is located to the rear of the residence, the side drive shall be a minimum of nine feet wide. Projections (chimneys, awnings, etc.) shall not be allowed to overhang within this measurement.
- e. For a zoning lot with a lot width of 70 feet or greater, all driveway pavement must be setback at least three feet from the side or rear lot line (whichever lot line applies).
- f. For side-loaded garages (when the garage door(s) face a side lot line), the driveway pavement dimension shall be a minimum of 22 feet from the face of the garage to the edge of the driveway pavement along the side lot line.

Nothing contained herein, however, shall permit the parking of any vehicle in a portion of yard where such parking would otherwise be prohibited by any provision of Arlington Heights Village Code, nor shall this Section be construed to eliminate any requirements for the installation of driveways otherwise imposed by the Code, including specifications for the construction and character of such driveways. Parking upon grass, dirt or other non-hard

surface of any vehicle except towed vehicles is prohibited.

10.2-11.2 In "R-4", "R-5", "R-6" and "R-7" and "M-1" off-street parking spaces may be located in any yard except required front yards.

In O-T Office Transitional Districts off-street parking spaces may be located in any required yard.

In Business and M-2 Districts, off-street parking spaces may be located in any required yard.

10.2-12 Design and Maintenance.

11.2-12.1 Open and Enclosed Parking Spaces. Accessory parking spaces located on the same lot occupied by the use served, may be open to the sky or enclosed in a building. Accessory parking spaces located in an "R-5" or "R-7" District elsewhere than on the same lot occupied by the use served shall be open to the sky except when otherwise allowed as a Special Use by the Village.

11.2-12.2 Surfacing and Drainage. All off-street parking areas except those accessory to one-family dwellings, shall be improved with a compacted base, surfaced with asphaltic concrete or some comparable all- weather dustless material of a design and thickness in accordance with prescribed engineering standards, and shall be so graded and drained as to dispose of surface water accumulation by means of a positive storm water drainage system connected directly or indirectly to a public drainage way.

10.2-12.3 Lighting.

- a. All lighting used to illuminate off-street parking areas shall be shielded or otherwise optically controlled so as to provide glareless illumination in such a manner as not to create a nuisance on adjacent property.
- b. All off-street parking areas with lighting shall limit spillage onto adjacent property. Maximum horizontal foot candles as given off by the neighboring property as measured in the following districts shall not exceed:

	Foot Candles	Lux
Single-Family Residential Districts	.1	1.0
Multiple Family Residential Districts	.2	2.0
Business Districts	2.0	21.5
Light Industrial Districts	5.0	53.8
Park, School & Institutional Districts	5.0	53.8

- c. All light poles erected 20-feet to 40-feet above ground level:
 1. Shall be flat bottom optically controlled sharp cut-offs, as approved by the Director of Engineering;
 2. Shall not be installed with diffusing refractors; and

3. Shall maintain a ratio of 3:1 or less of luminaire spacing to luminaire mounting heights.
- d. All light poles erected 0-feet to 20-feet above ground level:
 1. Shall be of translucent materials and not transparent materials, as approved by the Director of Engineering; and
 2. Shall not be installed with diffusing refractors.
- e. Light Poles shall not be erected higher than 40-feet above ground level.
- f. Parking installed for the public benefit by Park Districts, educational and religious institutions shall be exempt from the requirements of (c) (3) of this Section.
- g. All present non-conforming off-street parking areas shall be equipped with the lighting required by this section upon the obsolescence or replacement of the existing lighting.
- h. Definitions and Terms used in this Section shall be defined by the Illumination Engineering Societies in the current edition of the IES Lighting Handbook.
- i. Lighting standards in side and rear yard(s) in districts other than R-E through R-7 are exempt from the requirements of (d) of this Section when said side or rear yard(s) are not adjacent to a residential district or roadway and the lighting standards do not cause glare to vehicular traffic.

10.2-12.4 Curbing. The perimeter of all parking areas providing space for parking five or more vehicles shall be protected in accordance with prescribed engineering standards.

10.2-13 Maximum Number of Spaces. The total number of accessory parking spaces provided for a two-family or multiple-family dwelling or hotel shall not exceed that required by this Section for such use or for an equivalent new use by more than 50%. The total number of accessory parking spaces for a single-family residential zoning lot shall be six.

10.2-14 Parking of Certain Vehicles in Residential Zoning Districts. The purpose and intent of this Section is to restrict the parking of certain vehicles in residential zoning districts as defined below. No vehicles, other than private passenger vehicles or commercial vehicles subject to the provisions of Section 11.2-14.2, may be parked between the front line of any portion of the building and the street in a residential area for a greater length of time than is required for loading or unloading or for performing services associated with the equipment or materials hauled in commercial vehicles. In no case shall a vehicle, other than a private passenger vehicle or commercial vehicles subject to the provisions of Section 11.2-14.2, be parked between the front line of any portion of the building and the street in a residential area overnight, except as authorized by the Chief of Police as provided elsewhere in this Section.

10.2-14.1 Parking of Recreational Vehicles. Recreational Vehicles (RV) may be parked on a residential zoning lot subject to the following:

- a. Front Yard.

1. RVs shall not be parked between the front line of any portion of the building and the street, unless otherwise specifically provided for in this Chapter.
- b. Side Yard.
1. No more than two RVs may be parked in a side yard.
 2. A single RV may not exceed 20 feet in length and two RVs, if parked-end to-end, may not exceed a total combined length of 20 feet.
 3. A single RV may not exceed a height of four feet in height.
 4. Any RV located in an interior side yard shall be parked a minimum of three feet from the side lot line.
 5. Any RV located in an interior side yard shall be screened on all sides with a single row of evergreens a minimum of five feet high at time of planting or a semi-open wood fence five feet high.
- c. Rear Yard.
1. No more than two RVs shall be parked in a rear yard.
 2. A single RV shall not exceed 32 feet in length and two RVs, if parked end-to-end, shall not exceed a total combined length of 32 feet.
 3. A single RV shall not exceed a height of 12 feet in height.
 4. Any RV located in a rear yard shall be parked a minimum of five feet from the rear lot line and a minimum of three feet from any interior lot line.
 5. Any RV located in a rear yard shall be screened on all sides with a single row of evergreens a minimum of five feet high at time of planting or semi-open wood fence five feet high.
- d. Exterior Side Yards and Rear Yards Adjacent to a Street or Roadway.
1. No RVs shall be located in an exterior side yard or that portion of a rear yard that is between an adjacent street or roadway and a line extended from the building.
- e. Additional Requirements.
1. Not more than two RVs may be parked on any residential zoning lot.
 2. At no time shall a parked RV be used for living, sleeping or other purposes. No RV shall be connected to gas, water or sanitary sewer service.
 3. Any RV may be parked in a fully enclosed garage unless such parking is specifically prohibited elsewhere in the Code.

4. The owner of an RV shall not park the RV in a manner so as to create a dangerous or unsafe condition on the lot where parked or to adjacent property. Parking in such fashion that the RV may readily tip or roll shall be considered a dangerous or unsafe condition.
5. The parking surface of an RV in any permitted area shall be a hard surface such as concrete, asphalt or crushed stone.
6. RVs shall not have their wheels removed or be affixed to the ground so as to prevent ready removal of the vehicle.
7. RVs shall not be used as accessory structures in any zoning district.
8. No major automobile repairs, as defined in Section 3 of the Zoning Ordinance, shall be performed on any RV except within a garage or other structure.
9. Temporary parking of RVs for the purpose of loading or unloading shall be permitted for no more than two days within any period of four consecutive days.

10.2-14.2 Parking of Commercial Vehicles. Commercial vehicles may be parked on a residential zoning lot subject to the following:

- a. **Size/Weight Limitation.** No commercial vehicle having a license class designation greater than “B” under the Illinois Vehicle Code shall be parked on a residential zoning lot. This limitation shall not apply to a pick-up style commercial vehicle with the license class designation of “D.” All other Class “D” vehicles are prohibited.
- b. **Location.** No commercial vehicle shall be parked on a residential zoning lot unless parked within a private garage. However, a commercial vehicle that meets one of the following criteria is not required to be parked within a private garage:
 1. The vehicle has no signage;
 2. The vehicle’s signage is limited to the identification of the owner or operator affixed, by name or logo, and shall be no larger than 25% of the area of the front door, including glass, on the driver’s side. Such identification may appear on not more than two separate portions of the vehicle.
- c. **Number.** Generally, only one commercial vehicle shall be parked on a residential lot. A second commercial vehicle may be parked on a residential lot only if it meets all of the following criteria:
 1. The vehicle shall not have a license class designation of “B” or greater under the provisions of the Illinois Vehicle Code; and
 2. The vehicle’s signage is limited to the identification of the owner or operator affixed, by name or logo, and shall be no larger than 25% of the area of the front door, including glass, on the driver’s side. Such identification may appear on not more than two separate portions of the vehicle.

- d. Nothing in the provisions of this Section shall be construed to prohibit trucks and other service vehicles from being parked on the premises temporarily for purposes of making deliveries or rendering service to the property.
 - e. The Police Chief, or duly appointed representative, may authorize the parking of commercial vehicles designed for providing emergency services applying the same procedures and restrictions as used for RVs.
- k. That portion of Subsection 10.4-4 of Section 28-10, Off Street Parking and Loading, related to Elementary and High Schools, is hereby amended to read as follows:

10.4-4 COMMUNITY SERVICE USES

USE

REQUIREMENTS

Schools, Elementary

One space per employee plus one space per every five classrooms

Schools, High

Two spaces per employee plus one space per ten students at maximum

- l. That the title of Subsection 10.5, Parking in the Central Business District, Off Street Parking and Loading, is hereby amended to read as “10.5 Parking in the Downtown District.”
- m. That Subsection 10.5-8, Leasing of Parking Spaces, Off Street Parking and Loading, is hereby amended to read as follows:

10.5-8 Leasing of Parking Spaces. The off-street parking requirements in the B-5 Downtown District may be met by the leasing of spaces from the Village. The duration and terms of such lease shall be determined by the President and Board of Trustees. The parking shall not be separated from the place of business by a major arterial road and shall be within the Downtown District or contiguous to the Downtown District.

- n. That the following subsection is hereby added to Section 28-10, Off Street Parking and Loading:

10.5-9 Substantial Compliance. If an existing developed parcel does not meet parking requirements but the deficit is either less than ten spaces or no more than five percent less than the number of required parking spaces, the parcel will be deemed to be in substantial compliance with the parking requirements if the property owner can demonstrate to the satisfaction of the Village that there is sufficient parking on-site for the proposed uses.

- o. That Subsection 10.6-4, Surfacing, of Section 28-10, Off Street Parking and Loading, is deleted in its entirety with Subsections 10.6-5 through 10.6-8 renumbered as 10.6-4 through 10.6-7 accordingly.
- p. That Section 28-12, Zoning Board of Appeals is hereby renumbered as Section 28-11 and amended to read as follows:

Section 28-11 Zoning Board of Appeals.

11.1 Zoning Board of Appeals. The powers, duties and responsibilities of the Zoning Board of Appeals are set forth in Chapter 6. of the Municipal Code.

11.2 Land Use Variations. In order to receive a variation, the Petitioner must provide support for each of the following factors:

1. The proposed use will not alter the essential character of the locality and will be compatible with existing uses and zoning of nearby property; and
2. The plight of the owner is due to unique circumstances, which may include the length of time the subject property has been vacant as zoned; and
3. The proposed variation is in harmony with the spirit and intent of this Chapter;
4. The variance requested is the minimum variance necessary to allow reasonable use of the property.

A variation may be granted if the evidence provided sustains each of the factors listed above. Every variation shall be accompanied by findings of fact specifying the reasons for granting the variation by applying the above factors.

The concurring vote of four members of the Zoning Board is necessary to reverse any order, requirements, decision or determination of the Administrative officer, or to decide in favor of the applicant in any manner upon which it is required to pass or to effect any variation.

11.3 Application. An application for a hearing before the Zoning Board of Appeals shall be filed with the Department of Planning and Community Development upon a form prescribed therefore which shall be accompanied by the application fee and the following:

- a. Plat of Survey. Nine copies of the Plat Survey, designating dimensions of proposed construction spotted thereon.
- b. Preliminary Plans. The Applicant must submit nine copies of detailed preliminary plans relating to the variation. If the application is for a fence variation, the placement and height of fence must be designated on the Plat of Survey.
- c. Proof of Ownership. The Applicant shall submit documentation evidencing ownership of property and any lease or rental agreement in effect pertaining to the petition on the subject property. If Title is in Trust, a copy of the Trust Agreement, certified by the Trustee with evidence of all current ownership of beneficial interest together with a letter of authorization from the Trust Company shall be provided.

11.4 Departmental Review. The Planning Department shall circulate the application and plans to the appropriate departments for review and recommendations. All reviews and recommendations. All reviews and recommendations shall be made available to the applicant prior to the public hearing. The applicant may submit revised plans to the Planning Department for review and all revised plans must be submitted 14 days prior to the public hearing. The revised plans shall be submitted and reviewed. The Planning Department shall transmit all recommendations to the Zoning Board of Appeals for their review prior to the

date of the public hearing.

11.5 Public Hearing Notification Requirements. The applicant shall comply with notification requirements as set forth in Section 15 of this Chapter.

11.6 Determination. The Zoning Board of Appeals may require additional plans or studies in order to conduct a thorough investigation of a request before them. The findings and recommendations of the Zoning Board of Appeals shall generally be transmitted to the Village Board of Trustees within 30 days of adjournment of the public hearing. If the petition also requires a recommendation from the Plan Commission, the findings and recommendations of the Zoning Board of Appeals will generally be transmitted to the Village Board within 30 days of adjournment of the Plan Commission Public Hearing.

11.7 Limitation on Requests for Variations. No request for a variation shall be considered by the Zoning Board of Appeals for property which has been the subject matter of a previous request for a variation for a period of one year after the Zoning Board of Appeals has made a determination or recommendation for a variation on the same property. The Zoning Board of Appeals shall not consider any petition for rehearing of a variation request after a decision or recommendation on a variation has been made unless substantial changes have been made to the evidence or use to adjacent properties.

q. That Section 28-13, Plan Commission, is hereby renumbered as Section 28-12 and amended to read as follows:

Section 28-12 - Plan Commission

12.1 Plan Commission. The powers, duties and responsibilities of the Plan Commission are set forth in Chapter 6 of the Municipal Code.

In applications for Planned Unit Development, Subdivisions, Special Use Permits, Rezoning and Land Use Variations, the Plan Commission may recommend and the Village Board of Trustees may authorize exceptions to the applicable bulk regulations of this ordinance and such other variations from the Zoning Regulations (Chapter 28 and Chapter 29 of the Municipal Code) as may be required within the boundaries of such development without referring the matter to the Zoning Board of Appeals.

Section 12.2 Land Use Variations. In order to receive a variation, the Petitioner must provide support for each of the following factors:

1. The proposed use will not alter the essential character of the locality and will be compatible with existing uses and zoning of nearby property; and
2. The plight of the owner is due to unique circumstances, which may include the length of time the subject property has been vacant as zoned; and
3. The proposed variation is in harmony with the spirit and intent of this Chapter; and
4. The variance requested is the minimum variance necessary to allow reasonable use of the property.

A variation may be granted if the evidence provided sustains each of the factors listed above. Every variation shall be accompanied by findings of fact specifying the reasons for granting the variation by applying the above factors.

12.3 Application. An application verified by the owner of the subject property or their authorized agent shall be filed with the Planning Department upon a form prescribed therefore which shall be accompanied by the application fee and ten complete sets of the following:

- a. Plat of Survey.
- b. Preliminary and Final Plat of Subdivision. If required pursuant to Chapter 29 Subdivision Control Regulations.
- c. Preliminary architectural drawings as set forth below (these are not required for zoning changes to R-E, R-1, R-2, R-3 zoning classification):
 - 1) Detailed site plan to include roadways, driveways, parking area and dimensions, all proposed structures, free standing signs, outdoor lighting, trash storage areas, loading areas, and project data to include total land area, building area, floor area ratio and parking computations.
 - 2) Detailed landscaping plan (required for new construction only) including location, quantity, common names, and size of all landscaping materials.
 - 3) Floor Plan.
 - 4) Building Elevations.
 - 5) Building Sections.
 - 6) Sign Plans.
- d. Preliminary engineering plans and engineering feasibility study (required for new construction or increase in building coverage only).
- e. Traffic Study. If required, (see Section 6.13 of this Chapter)
- f. Proof of Ownership. The applicant shall submit documentation evidencing ownership of property and any lease or rent agreement in effect pertaining to the petition on the subject property. If the title is in a trust, a copy of the Trust Agreement, certified by the Trustee with evidence of all current ownership of beneficial interest together with a letter of authorization from the trust company shall be provided.

12.4 Departmental Review. The Planning Department shall circulate the application and plans to the appropriate departments for review and recommendations. All reviews and recommendations shall be made available to the applicant prior to the public hearing. The applicant may submit revised plans to the Planning Department for review and all revised plans must be submitted at least 14 days prior to public hearing. The revised plans shall be resubmitted and reviewed. The Planning Department shall transmit all recommendations to the Plan Commission for their review prior to the date of the public hearing. If any of the

plans have been changed, the applicant shall submit ten new sets of plans to the Planning Department at least seven days prior to date of public hearing for transmittal to the Plan Commission . Plans submitted for Plan Commission later than seven days prior to date of public hearing may result in a continuation of the public hearing.

12.5 Public Hearing Notification Requirements. The applicant shall comply with notification requirements as set forth in Section 15 of this Chapter.

12.6 Determination. The Plan Commission may require additional plans or studies in order to conduct a thorough investigation of a request before them. The findings and recommendations of the Plan Commission shall be transmitted to the Village Board within 30 days of adjournment of the public hearing.

r. That Section 28-14, Design Commission, is hereby renumbered as Section 28-13 and amended to read as follows:

Section 28-13 - Design Commission

13.1 Design Commission. The powers, duties and responsibilities of the Design Commission are set forth in Chapter 6 of the Municipal Code.

13.2 Design Review. The procedures to be followed when determining when and how design review will occur shall be as follows:

- a. For developments where a public hearing is necessary before the Plan Commission or Zoning Board of Appeals, the design review process should, if feasible, be completed by the time of the public hearing. Development proposals requiring rezoning, PUD or other Plan Commission approvals, shall be reviewed by the Design Commission for building and signage only.
- b. For developments where no public hearing is necessary, the applicant for building permit shall be informed if there is a need for design review and if so, whether that review will be by the Design Commission or Staff. Developments that do not require a public hearing by the Plan Commission shall be reviewed by the Design Commission or by administrative design review for all elements under the Commission's responsibility.
- c. For demolition in residential zoning districts and all properties in the B-5 zoning district, design review is required prior to a demolition permit being issued. The review will evaluate the following:
 1. The development plan; and
 2. The estimated time frame for demolition and subsequent redevelopment plan and timeline, including verifying that:
 - a) Proposed redevelopment is in character with the neighborhood and meets the criteria in the design guidelines; and
 - b) Proposed redevelopment will not adversely affect the neighborhood.

13.3 Application. An application verified by the owner of the subject property or their

authorized agent shall be filed the Department of Planning & Community Development upon a required form and eight copies of the following:

- a. Plat of Survey;
- b. Floor Plans;
- c. Existing and proposed elevations of all building facades and roof plans (renderings optional);
- d. Proposed site plan and photos of adjacent properties;
- e. Landscaping plans - including existing plant material, size and quantity of proposed material;
- f. Specifications and rendering of signs, if sign review is required;
- g. A sample of all color, kind and texture of materials to be used;
- h. Location map with roads, parking, existing buildings and other significant features within approximately 250 feet from proposed building site;
- i. Zoning data worksheet.

13.4 Departmental Review. 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-store additions in the rear of homes, small commercial building changes and similar small projects. 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.

13.5 Design Commission Meeting. The Design Commission will schedule a public meeting as soon as practicable after complete submittal and review by the Department of Planning & Community Development of the plans, at which time the developer will make a presentation on the project. A decision of approval, modification or denial will be made immediately upon consideration of the Design Guidelines following the applicant's presentation.

13.6 Notice by Sign. For projects in residential districts requiring Design Commission review, a sign providing notice of the public meeting of the Design Commission shall be required to be posted by the applicant in accordance with the requirements set forth in Section 15 of this Chapter.

13.7 Issuance of a Certificate of Approval. The Design Commission will issue a Certificate of Approval if:

- a. The applicant's plans achieve the purpose and intent of the Design Guidelines; and,

- b. The proposed design is compatible with the character of neighboring buildings contributing to a favorable environment in the Village.
- c. The existing property or structure is determined not to have significant architectural, historical, aesthetic, or cultural value.

If the Commission denies the issuance of a Certificate of Approval, no building permit or demolition permit will be issued on the application except by direction of the Village Board.

13.8 Enforcement of a Development Schedule. The Certificate of Approval shall be effective for no more than 12 months from the date it was issued. Unless a building permit has been issued and construction commenced within this time period, the Certificate of Approval shall be void. An extension of up to 12 months can be obtained by submitting a detailed request to the Planning and Community Development Department.

13.9 Amendments. Amendments to a Certificate of Approval must be obtained through the same process as set forth above.

13.10 Appeal. For all petitioners appearing before the Design Commission who do not need to also appear before the Plan Commission or Zoning Board of Appeals, the petitioner has the right to appeal directly to the Village Board. The appeal must be made in writing and submitted to the Village Manager, within 30 days of receipt of the notice of denial by the Design Commission. The Village Board, at a regular meeting, will either:

- a. agree with the Design Commission's decision; or
- b. overrule or modify the decision of the Design Commission and direct the issuance of a permit.

For all petitioners appearing before the Design Commission who need to also appear before the Plan Commission or Zoning Board of Appeals, the petitioner has the right to file an appeal to the Village Board. The appeal must be made in writing and shall be forwarded to the Village Board along with the other documents submitted for their review at the same time as the recommendation from the Plan Commission or Zoning Board of Appeals is submitted to the Village Board.. The appeal will then be considered by the Village Board at a regular meeting concurrently with the Village Board's review of the recommendation from the Plan Commission or Zoning Board of Appeals. The Village Board will either:

- a. agree with the Design Commission's decision; or
- b. overrule or modify the decision of the Design Commission and direct the issuance of a permit.

In all other cases, the Design Commission's decision will be sent to the Plan Commission or Zoning Board of Appeals, so that they are aware of the Design Commission's decision.

- s. That Section 28-15. Changes and Amendments, is hereby renumbered as 28-14 with all of its subsections renumbered accordingly.

t. That Subsection 15.4, Notice by Sign, is hereby amended to read as follows:

14.4 Notice by Sign. Not less than 15 days prior to the date before the public hearing, the petitioner shall post a readable sign on all adjacent roadways. All signs must be removed no later than ten days after completion of the final hearing.

The required sign shall contain the current zoning action requested, date, time and place where the hearing shall be held, a statement that further information can be obtained from the petitioner and the Planning Department of the Village of Arlington Heights, and the phone number of the Village and the petitioner. The sign shall be approximately 30" high by 48" wide. The words "NOTICE OF PUBLIC HEARING" must appear at the top of the sign(s) in letters no smaller than approximately 1.5". The date and time of the hearing shall also be approximately 1.5". The sign(s) shall meet all other requirements set forth by the Village. All costs associated with the sign(s) for any public hearings are to be borne by the petitioners. A sample sign is set forth below:

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 and approval and publication in pamphlet form, in the manner provided by law.

AYES:

NAYS:

PASSED AND APPROVED this 16th day of April, 2018.

Village President

ATTEST:

Village Clerk

Section 6-202e.2.

- c) Authorize upon appeal, whenever a property owner can show that a strict application of the terms of the Zoning Ordinance relating to the construction or alteration of building or structures will impose upon the owner unusual practical difficulties or particular hardship, such variation of the strict application of the terms of the Zoning Ordinance as are in harmony with its general purposes and intent, but only when the Board is satisfied that a granting of such variation will not merely serve as a convenience to the applicant, but will alleviate some demonstrable and unusual hardship or difficulty so great as to warrant a variation from the Comprehensive Plan, and at the same time the surrounding property will be properly protected.

In its consideration of the standards of practical difficulties or particular hardship, the Board of Appeals shall require evidence that:

- 1) ~~the property in question cannot yield a reasonable return if permitted to be used only under the conditions allowed by the regulations in that zone; and~~
- 2) ~~the plight of the owner is due to unique circumstances; and~~
- 3) ~~the variation, if granted, will not alter the essential character of the locality.~~

~~A variation shall be permitted only if the evidence, in the judgment of the Board of Appeals, sustains each of the three conditions enumerated.~~

- 1) The proposed use will not alter the essential character of the locality and will be compatible with existing uses and zoning of nearby property; and
- 2) The plight of the owner is due to unique circumstances, which may include the length of time the subject property has been vacant as zoned; and
- 3) The proposed variation is in harmony with the spirit and intent of this Chapter;
- 4.) The variance requested is the minimum variance necessary to allow reasonable use of the property.

A variation may be granted if the evidence provided sustains each of the factors listed above. Every variation shall be accompanied by findings of fact specifying the reasons for granting the variation by applying the above factors.

~~In consideration of all appeals and all proposed variations to the Zoning Ordinance, the Zoning Board, before granting any variation, shall first determine that the proposed variation will not impair an adequate supply of light and air to adjacent property, unreasonably increase the congestion in public streets, increase the danger of fire, endanger the public safety, unreasonably diminish or impair established property values within the surrounding area or in any other respect impair the public health, safety, comfort, morals or general welfare of the inhabitants of the Village. The concurring vote of four members of the Zoning Board is necessary to reverse any order, requirement, decision, or determination of the Administrative Officer, or to decide in favor of the applicant in any matter upon which it is required to pass or to effect any variation. Every variation shall be accompanied by findings of fact specifying the reasons for making the variation.~~

Summary: The current definition is outdated and does not address new types of amusement facilities. A new definition below addresses these uses as either a Special Use (5,000 sf and over) or permitted if less than 5,000 sf.

Section 3.1 Definitions

~~Arcade, Amusement /Internet Computer Facility~~. An establishment devoted to the use of amusement devices or internet computers. An arcade is considered Large is there are more than ten amusement devices or internet computers. An arcade is considered Small is there are ten or less amusement devices or internet computers. A facility that provides indoor activities for kids or adults including video arcades, games, or other recreational type amusements such as play equipment, trampolines, laser tag, etc. Large facilities are 5,000 square feet or larger; Small facilities are less than 5,000 square feet

Section 5.5-1 Permitted Use Table.

	<u>B-2</u>	<u>B-3</u>
Arcade, Amusement /Internet Computer <u>Facility</u> , Large	s	s
Arcade, Amusement /Internet Computer <u>Facility</u> , Small	p	p

Section 28-5 Use Districts

Summary: Currently all 8 residential zoning districts and the Institutional district include regulations for Administrative Occupancy Requirements for Community Residences. Staff recommends condensing this in one section so that these requirements are not listed for each district. Therefore the standards are still in code but only once at the end of Section 5 Use Districts. The consolidated section will include a listing of which zoning districts are applicable.

In addition the sale of Christmas trees are regulated in the 4 single family districts. Again listing these same requirements 4 times in code is repetitive and therefore will be listed once at the end of Section 5.

The commercial B districts each list requirements for outdoor eating cafes. This too will be consolidated into one section at the end of Section 5.

Summary: Staff recommends deleting the following from the 7 residential zoning districts and Institutional district "Permitted Uses: Additional Requirements" section as this section could potentially contradict an approved Special Use for a school. The verbiage below allows for example a high school (or even a middle or elementary school) to convert to a school for adults or a college without amending the Special Use so long as parking requirements are met.

"A special use permit for any type of school shall be restricted to the specific category of school to be established. No change in the type or category of school shall be permitted without granting of an amendment to the special use permit of a new special use in accordance with the procedures set forth in Section 8. Nothing herein contained shall prohibit a school building from being used, for continuing education for adults, university and college courses, staff development programs and unemployed adult training programs provided that its primary function shall be for that category of school designated for special use purposes, and furthermore that the special uses shall not exceed the parking facilities of the institution."

Summary: There are numerous lots that were platted at 49 feet wide and therefore require a variation per the section below. This amendment will allow for lots 49 feet wide to be buildable if the other conditions of this section are met. Also, the new section "b" will allow smaller lots to be buildable if there is an existing principal residence already on the lot. Currently if a lot has a home but does not meet the conditions in "a" then they need a variation to build and addition or a teardown for a new home.

Section 28-5.1-3 One Family Dwelling District (R-3)

5.1-3.4 Minimum Lot Size.

a. In an R-3 District, the Director of Building may issue a building permit for the erection of a single family residence on any parcel of land which does not meet the minimum lot requirements of width or area or both of the district, if such parcel fronts on a street which has a majority of the developed lots that both front on said street and are contained between two adjacent streets which intersect with said street (or in lieu of a second intersecting street, a public park, cemetery, railroad right of way, cul de sac, waterway or a corporate boundary line of the Village) that are either less than the minimum area or width, or both required by the district, provided that no permit shall be issued pursuant hereto for any parcel containing less than 6,250 square feet and a frontage less than ~~50~~ 49 feet.

b. If there is an existing principal residence on a parcel, Section "a" above is not applicable and the parcel shall be buildable and permits may be issued for either a new residence or additions to the existing residence.

Summary: *This district allows attached dwellings such as duplexes and single family as well. The code for side yards should reflect the standard for other single family districts, which is 10% of lot width.*

Section 28-5.1-4 Two Family Dwelling District (R-4)

5.1-4.5 Required Minimum Yard: Side Yard ~~15%~~ 10% of lot width.

Summary: *Increases height from 25 feet to 35 feet to reflect current construction preferences. This zoning district is primarily townhome type development. Also, the code requires various spacing between buildings based on the type of rooms for which there are window openings. This is antiquated and a simple 25 foot spacing standard between buildings is recommended.*

5.1-5 Multiple Family Dwelling District (R-5)

5.1-5.7 Maximum Building Height: ~~25~~ 35 ft. exclusive of stair heads and mechanical equipment facilities ~~with overall height not to exceed 30 ft. above the natural grade.~~

5.1-5.3 Minimum Lot Size (Density);

5.1-5.9 Spacing Between Multi Family Buildings, ~~Including Court Standards. The following standards shall apply for:~~ shall be no less than 25 feet for principal buildings.

~~a. Between the opposing walls of outer and inner courts. Inner courts are not permitted.~~

~~b. When two or more buildings which contain attached dwelling units or multi-family dwelling units are located on the same zoning lot.~~

~~c. When the windows of a living unit in a multi-family or attached single family building are opposite an accessory building.~~

5.1-5.10 Spacing Standards

Conditions _____ Minimum Distance between Opposing Walls

a. ~~If either or both walls contains a living room window~~ _____ ~~50 feet~~

- ~~b. If either or both walls contains a bedroom window — 30 feet~~
- ~~c. Both walls contain windows of other rooms — 24 feet~~
- ~~d. When there are no windows in either of opposing walls 12 feet~~
- ~~e. If either or both walls contains windows of other rooms 15 feet~~

~~5.1-5.11 Additional Court Standards projections in Outer Courts. Projections in outer courts shall not exceed five feet.~~

Summary: *Increases height from 40 feet to 50 feet to reflect current construction preferences. This zoning district is primarily townhome or multi floor type development. Also, the code requires various spacing between buildings based on the type of rooms for which there are window openings. This is antiquated and a simple 25 foot spacing standard between buildings is recommended. New setback standards are recommended as well that establish the setback irregardless of height.*

5.1-6 Multiple Family Dwelling District (R-6)

5.1-6.6 Maximum Building Height: ~~40~~ 50 ft. exclusive of elevators, penthouses, stair heads and mechanical equipment.

5.1-6.3 Minimum Lot Size (Density);

5.1-6.8 Spacing Between Multi Family Buildings, ~~including Court Standards. The following standards shall apply for:~~ shall be no less than 25 feet for principal buildings.

~~a. Between the opposing walls of outer and inner courts. Inner courts are not permitted.~~

~~b. When two or more buildings which contain attached dwelling units or multi family dwelling units are located on the same zoning lot.~~

~~c. When the windows of a living unit in a multi family or attached single family building are opposite an accessory building.~~

5.1-6.9 Spacing Standards

Conditions	Minimum Distance between Opposing Walls
------------	---

- | | |
|--|---------|
| f. If either or both walls contains a living room window | 50 feet |
| g. If either or both walls contains a bedroom window | 30 feet |
| h. Both walls contain windows of other rooms | 24 feet |
| i. When there are no windows in either of opposing walls | 12 feet |
| j. If either or both walls contains windows of other rooms | 15 feet |

~~5.1-6.10 Additional Court Standards projections in Outer Courts. Projections in outer courts shall not exceed five feet.~~

5.1-6.4.1 Required Minimum Yards:

Front Yard: 25 feet ~~plus 1 foot for each foot or fraction thereof by which building height exceeds 25 feet.~~

Side Yard: 10% of lot width ~~plus 1 foot for each foot or fraction thereof which exceeds a building height of 25 feet.~~ Subdivisions created after January 1, 2003 shall provide a minimum side yard of seven feet.

Exterior Side Yard: On corner lots, there shall be maintained a side yard of not less than 20 feet on the side adjacent to the street which intersects the street upon which the building maintains frontage, and in the case of a reversed corner lot, there shall be maintained a setback from the side street of not less than 50% of the front yard required on the lots in the rear of such corner lots, but such yard need not exceed 20 feet. No accessory building on said reversed corner lot shall project beyond the front yard required on the adjacent lot to the rear, nor be located nearer than 5 feet to the side lot line of said adjacent.

Rear Yard: 30 feet ~~plus 1 foot for each foot or fraction thereof which exceeds a building height of 25 feet.~~

***Summary:** Maintains height at 60 feet (however the height requirement needs to be added into the code section as it only appears in section 5.3 Table of Height). This zoning district is primarily multi floor type development. Also, the code requires various spacing between buildings based on the type of rooms for which there are window openings. This is antiquated and a simple 25 foot spacing standard between buildings is recommended. New setback standards are recommended as well that establish the setback irregardless of height. Density will need to be further evaluated in order to determine if any changes are recommended.*

5.1-7 Multiple Family Dwelling District (R-7)

5.1-7.8 Maximum Building Height: 60 ft. exclusive of elevators, penthouses, stair heads and mechanical equipment.

5.1-7.4 Minimum Lot Size (Density):

Multiple Family:

2 bedroom or more: 900 sq ft per dwelling unit

1 bedroom or less: 600 sq ft per dwelling unit

5.1-7.9 Spacing Between Multi Family Buildings, ~~Including Court Standards. The following standards shall apply for:~~ shall be no less than 25 feet for principal buildings.

~~a. Between the opposing walls of outer and inner courts. Inner courts are not permitted.~~

~~b. When two or more buildings which contain attached dwelling units or multi family dwelling units are located on the same zoning lot.~~

~~c. When the windows of a living unit in a multi family or attached single family building are opposite an accessory building.~~

5.1-7.10 Spacing Standards

Conditions	—————	Minimum Distance between Opposing Walls
------------	-------	---

- k. ~~If either or both walls contains a living room window — 50 feet~~
- l. ~~If either or both walls contains a bedroom window — 30 feet~~
- m. ~~Both walls contain windows of other rooms — 24 feet~~
- n. ~~When there are no windows in either of opposing walls 12 feet~~
- o. ~~If either or both walls contains windows of other rooms 15 feet~~

~~5.1-7.11 Additional Court Standards projections in Outer Courts. Projections in outer courts shall not exceed five feet.~~

5.1-7.6 Required Minimum Yards:

Front Yard: 25 feet ~~plus 1 foot for each foot or fraction thereof by which building height exceeds 40 feet.~~

Side Yard: 10% of lot width ~~plus 1 foot for each foot or fraction thereof which exceeds a building height of 40 feet.~~

Exterior Side Yard: On corner lots, there shall be maintained a side yard of not less than 20 feet on the side adjacent to the street which intersects the street upon which the building maintains frontage, and in the case of a reversed corner lot, there shall be maintained a setback from the side street of not less than 50% of the front yard required on the lots in the rear of such corner lots, but such yard need not exceed 20 feet. No accessory building on said reversed corner lot shall project beyond the front yard required on the adjacent lot to the rear, nor be located nearer than 5 ft to side lot line of adjacent lots.

5.1-7.7 Maximum Building Lot Coverage: ~~45%~~ 55% for new construction.

Summary: Clarifies but does not change density. Current code is poorly written.

5.1-8 Institutional District. The Institutional District shall be reserved for institutional non residential and institutional residential uses as ~~described in Definition Section 3.2-111 and 3.2-112 and~~ specified in Permitted Use Table Section 5.45-1. Any development in Institutional "I" District shall be considered in accordance with Planned Unit Development requirements as set forth in Section 9.

5.1-8.4 Minimum Lot Size (Density):

~~Efficiency — 18 units per Dwelling Unit — 2,400 sq ft~~

One Bedroom and less ~~18 units per Dwelling Unit — 2,400 sq ft~~ per dwelling unit

Two Bedroom ~~18 units per Dwelling Unit — 2,400 sq ft~~ per dwelling unit

Three Bedroom ~~16 units per Dwelling Unit — 2,700 sq ft~~ per dwelling unit

~~*3 bedroom dwellings cannot exceed 10% of total number of dwellings.~~

Summary: Amends setbacks for the downtown district to reflect desired building forms. Allows for zero lot line for all street frontages unless that frontage is across from R-3 One Family. Also allows for zero lot line along the sides and rear of buildings except if those lot lines are abutting a residential district such as R-3, R-6, R-7. Thus the building codes will dictate separation requirements along lot lines where buildings

abut. This is often determined by whether or not there are windows. Also each B-5 development is subject to a Planned Unit Development, in which case additional setbacks can be required depending on the parcel and its location.

5.1-14 Downtown (B-5) District

5.1-14.6 Required Minimum Yards

~~Front Yard: None~~

~~Side Yard: For buildings with dwelling units, open space shall be provided as either:~~

- ~~1. One side yard or two side yards;~~
- ~~2. Outer Court;~~
- ~~3. Combination of side yards and court.~~

~~The total width of all open space shall not be less than 30 feet or less than 30% of the average width of the lot whichever is greater.~~

~~In the case of walls having window openings, there shall be a minimum of 25 feet of open space adjacent to a lot line of another building on the same zoning lot. An additional one half foot of open space shall be provided for each foot or fraction thereof for which building height exceeds 90 feet.~~

~~In the case of courts, the area of courts shall not be less than the area which would otherwise be required for the side yards, provided that in no case shall the depth of the court be less than the required width of the court.~~

~~Rear Yard: A rear yard shall be provided for residential uses located above the first floor, such yard shall not be less than 30 feet depth.~~

~~Public Street Frontages: None, except where 50% or more of property directly across the street frontage is zoned R-3, a 20 foot setback is required along that frontage.~~

~~Interior Yards / Lot Lines: 25 feet if abutting residential zoning districts. Additional setbacks may be required subject to the Planned Unit Development and building code requirements.~~

Summary: *The M1, M-2, and PL Public Land Zoning districts all include industrial performance standards which address noise, smoke, odors, vibrations, etc. These standards are also included in Building Codes of the Village. Staff recommends deleting these standards from the zoning code as they are regulated in the Building Code and there is no need for repetition.*

5.1-17.2 M-1 District Industrial Performance Standards

5.1-18.2 M-2 District Industrial Performance Standards

5.1-19.2 PL District Industrial Performance Standards

Summary: Modify density to better align with Overlay Zone standards. Allows for density reflecting bulk standards for the B-2 zoned properties within this Overlay zone only. This impacts development of two blocks along the north side of Kensington between Douglas and Beverly.

5.1-23 Overlay Zoning District – Hickory Kensington Area.

e. Minimum Lot Size – Multiple Family	B-2	1 bedroom <u>or less</u>	600 <u>450</u> sq ft per unit
		2 bedroom	900 <u>750</u> sq ft per unit

Summary: Correction to misprint.

Section 28-5.1-17 Research, Development and Light Manufacturing District (M-1).

5.1-17.10 Maximum Building Lot Coverage: ~~200%~~ None

Summary: Staff recommends deleting the Table of Development Standards as they are repetitive as these standards are listed within each zoning district.

Section 28-5.3 Development Standards

~~5.3-1.1 Table of Minimum Lot Size and Minimum Lot Width~~

Summary: This section has a regulation for signage which is already regulated in Chapter 30 Signs.

Section 5.1-9 Office Transitional (OT)

5.1-9.2 Conditions of Use

~~c. Only one freestanding sign shall be permitted for each Planned Unit Development. The size of the sign shall be maximum twenty four square feet and not higher than seven feet above the grade as indicated in the Planned Unit Development. Signs must comply with chapter 30 of the Municipal Code. One nameplate per establishment shall also be permitted.~~

Section 28-6 General Provisions

Summary: This amendment responds to comments from homeowners who prefer 6 foot tall privacy fences rather than 5 feet. More fences are prefabricated composite fences, which are often solid fences with no openings. This amendment would allow solid fences. These amendments would apply to the side and rear yards only.

Also, on corner lots the setback for fences in the rear yard abutting the street is half the distance between the house and property line or 5 feet, whichever is greater. If a house is setback 20 feet, then the fence is setback 10 feet, which impacts the rear yard size. This amendment would simply require a five foot setback for all corner lots.

Section 28-6.13 Fence Permit Required

6.13-3 Location of Fences.

a. Front Yard. Fences shall not exceed a height of 36 inches and shall not contain any sharp points and must be an open fence; and,

b. Side and Rear Yards. Fences ~~must~~ can be solid, open or semi open and shall not exceed a height of ~~five~~ six feet ~~with subject to~~ the following ~~exceptions~~:

~~1. When parallel to a major or secondary arterial road, fences shall not exceed a height of six feet and may be a solid fence;~~

~~2. When between certain zoning districts and where otherwise specified in Chapter 28;~~

~~3.1.~~ Through Lots. On through lots that are adjacent to non through lots, fences in yards with road frontages may not exceed 36 inches and shall not contain any sharp points and must be an open fence.

~~4.2.~~ Corner Lot. That portion of the side and rear yard with street frontages may have solid, open or semi open fences erected no closer than five feet ~~or half the distance from the building~~ to the perimeter of the lot, ~~whichever is greater~~. Landscaping, a minimum of three foot high and spaced a maximum of 48 inches on center, must be provided along the street side of the fence. The perimeter of the lot is defined as the lot line, sidewalk or street pavement, whichever is closest to the building. In each instance where the building is closer than five feet to the perimeter of the lot, no fence shall extend beyond the line of the principal building. An open fence not exceeding a height of 36 inches, shall be allowed anywhere within the rear yard and shall not contain any sharp points; and,

~~5.3.~~ Visibility. Within 12 feet of intersecting property lines at streets, walks, driveways, bike paths, or walking paths, fences shall not exceed 36 inches and shall not contain any sharp points and must be an open fence.

c. Exterior Side Yards. Fences shall be allowed in an Exterior Side Yard with the following limitations:

1. An solid, open or semi open fence, not exceeding a height of ~~five~~ six feet shall be allowed no closer than five feet ~~or half the distance from the building~~ to the perimeter of the lot, ~~whichever is greater~~. Landscaping, a minimum of three feet high and spaced a maximum of 48 inches on center, must be provided along the street side of the fence. The perimeter of the lot is defined as the lot line, sidewalk or

street pavement, whichever is closest to the building. In each instance where the building is closer than five feet to the perimeter of the lot, no fence shall extend beyond the line of the principal building; and,

2. An open fence, not exceeding a height of 36 inches shall be allowed within the Exterior Side Yard and shall not contain any sharp points.

~~3. When an Exterior Side Yard is parallel to a major or secondary arterial road, a solid fence not exceeding a height of six feet, shall be allowed.~~

Summary: *These items are common and adding to the permitted obstructions table will clarify how they are evaluated in terms of where allowed. Also trends are for a slightly larger front entryway to homes as the current 4 feet by 8 feet is tight.*

Section 28-6.6-5.1 Table of Permitted Obstructions

Add "Generators", "Outdoor living/kitchen space", "Fire Pits", "Sport Courts (fences for Sport Courts to comply with fence regulations)" to list as permitted in Rear Yards only.

"Entryway/Portico" increase size allowed from ~~4 feet by 8 feet~~ to 5 feet by 10 feet.

Summary: *Item "a" in this section establishes a setback for detached garages that is already in the building code. Depending on material used this separation can be less via the building code but there is no flexibility in zoning. This should simply be eliminated from zoning and let the building code regulate.*

Section 28-6.5-7 Maximum Size of Accessory Structures.

~~a. iv. A detached garage shall be at least ten feet from the principal structure.~~

Section 28-7 - Non-Conforming Use And Buildings.

7.1 Continuation of Non-Conforming Uses and Building. A lawfully established use, building or structure which becomes non-conforming with respect to this Code on the effective date thereof or as a result of any subsequent amendment ~~thereto,~~ may be continued except as otherwise provided in this Section.

~~A use illegal at the time of the adoption of the ordinance shall not become a non-conforming use by reason of such adoption, but shall remain an illegal use, except where such illegal use is in a zoning district permitting such use.~~

7.2 Change of Non-Conforming Use. The non-conforming use of any building, structure, or portion thereof, which is designed or intended for a use not permitted in the district in which it is located, may not be changed to another non-conforming use.

7.3 Discontinuance of Non-Conforming Use.

~~**7.3.1 Use of Non-Conforming Building.**~~ When the non-conforming use of a building, structure, or portion thereof, which is designed or intended for a use not permitted in the district in which it is located, is discontinued for a continuous period of one year, such building structure, or portion thereof shall thereafter be occupied only by a use which conforms to the use regulations of the district in which it is located.

~~**7.3.2 Other Non-Conforming Uses.**~~ ~~Except for those uses classified and regulated in Subsection 7.3.1 of this Section 7.3, a~~Any non-conforming use which is discontinued for a continuous period of one year shall not thereafter be resumed, and the premises shall thereafter be resumed, and the premises shall thereafter be occupied only by a use which conforms to the use regulations of the district in which it is located.

7.4 Enlargements of Non-Conforming Uses and Buildings.

~~**7.4.1 Non-Conforming Uses.**~~ There shall be no ~~extension or~~ enlargement of a non-conforming use.

~~**7.4.2 Non-Conforming Buildings.**~~ When a building, structure, or portion thereof, is designed or intended for a use not permitted in the district in which it is located, it shall not be enlarged, added to, or structurally altered in any manner except as may be required by law, unless the ~~said~~ building or structure and use thereof shall be made to conform to the use regulations of the district in which it is located.

7.5 Repairs and Alterations of Non-Conforming Buildings and Structures. Repairs and alterations necessary in the ordinary course and operation of a building or structure may be made to a non-conforming building or structure, except that no structural alterations shall be permitted, unless such structural change is for the purpose of conforming with the use district. Alterations designed to increase the intensity of a non-conforming uses are prohibited.

7.6 Damage or Destruction. A building or structure which contains a non-conforming use or is designed or intended for a use not permitted in the district in which it is located and which is damaged or destroyed by any means to the extent of 50% of its replacement value shall not ~~thereafter~~ be restored unless ~~said~~ the building or structure and the use thereof shall conform to all the regulations of the district in which it is located.

7.7 Moving. No non-conforming building or structure shall be moved in whole or in part to any other location on the lot, except as required by law, unless every portion of such building or structure which is moved has the use thereof made to conform to all the regulations of the district in which it is located.

7.8 Termination of Non-Conforming Uses, Buildings, and Structure.

7.8-1 Non-Conforming Buildings or Structures. Any non-conforming building, structure, or portion thereof shall be demolished, removed or remodeled and converted for a use permitted in the zoning district after the termination of the respective periods of time set out hereinafter, which periods are hereby established as a reasonable amortization of the normal, useful life of each class of building and type of construction above the foundation walls or piers.

7.8-1.1 Fireproof construction of non-combustible materials consisting of exterior walls of solid brick, stone, reinforced concrete, or insulated metal panels between fireproofed steel and with interior structural members of reinforced concrete or fireproofed steel - 30 years from the date the building, structure, or portion thereof, became non-conforming with respect to this code as hereinbefore indicated, or 40 years from the date of issuance of the building permit for the construction of either the whole structure or the initial building or initial part thereof, whichever period shall terminate last.

7.8-1.2 Fire resistant shell construction consisting of exterior walls of solid brick, stone, reinforced concrete or other masonry units with structural members of unprotected steel, timber or wood joist construction 20 years from the date the building, structure, or portion thereof, became non-conforming with respect to this code as hereinbefore indicated, or 30 years from the date of issuance of the building permit for the construction of either the whole structure or the initial building or initial part thereof, whichever period shall terminate last.

7.8-1.3 Frame type construction of exterior walls of wood or timber frame construction irrespective of the type of exterior surfaces and all other structures not qualifying under paragraphs 7.8-1.1 or 7.8-1.2 and all physical improvements to land, all or substantially all of which are below or at ground level ten years from the date of the building, structure, or portion thereof became non-conforming with respect to this code as hereinbefore indicated, or 20 years from the date of issuance of the building permit for the construction of either the whole structure or the initial building or initial part thereof, whichever period shall terminate last.

If, prior to the adoption of this ~~code~~ Section, substantially all of a non-conforming building has been reconstructed, rebuilt, or structurally altered, or if an addition at least equal in size or valuation has been structurally attached thereto, then for the purposes of determining the normal useful life of such building, the date of issuance of the building permit therefore shall be taken to

be the date of issuance of the building permit for such reconstruction, alteration, or addition.

7.8-2 Non-Conforming Use of Conforming Building. In a Residence District, the non-conforming business or manufacturing use of a building or portion thereof which is designed or intended for a residential purpose, or for a residential accessory purpose, shall be entirely discontinued ~~and shall thereafter cease operation~~ on or before five years from the date the use became non-conforming with respect to this ~~code~~ Section and not be reestablished.

7.8-3 Non-Conforming Use of Land.

7.8-3.1 The non-conforming use of land in a Residence District shall be terminated not later than two years from the date the use became non-conforming with respect to this ~~code~~ Section in each of the following instances:

- a. Where no buildings or structures are employed in connection with such use or where the only buildings, structures, or other physical improvements employed are accessory or incidental to such use or have an assessed valuation of less than \$5,000 or
- b. Where such use is maintained in connection with a conforming building or structure; except that inadequate off-street parking facilities accessory to a building or structure located in the Residence District and occupied by a use conforming with the requirements of the district may be continued for as long a time as the premises are used for a permitted use.

7.8-3.2 A non-conforming use of land which is accessory to the non-conforming use of a building or structure shall be discontinued on the same date the non-conforming use of the building or structure is discontinued.

~~**7.8-3.3** The sale of merchandise in the open, when not permitted by the provisions of this ordinance shall be discontinued immediately.~~

7.8-3.43 A non-conforming use of land which has in connection therewith physical improvements all or substantially all of which are underground or at ground level shall be deemed to be a non-conforming structure, and shall be subject to the applicable provisions of ~~Sub-section~~ Section 7.8.

7.8-4 Exempted Buildings, Structures and Uses.

7.8-4.1 No lawfully established building, structure, or use shall be subject to the termination provisions of this ~~subsection 7.8~~ Section solely for reasons of being non-conforming with respect to the standards prescribed in this ~~Code Chapter~~ for any of the following: Floor Area Ratio, Yards - Front, Side, Rear, or Transitional; Off-Street Parking or Loading; Lot Area, Building Height and Gross Floor Area.

7.8-4.2 No non-conforming residential use or building lawfully established in a residential district shall be subject to the termination provisions of this ~~subsection 7.8~~ Section.

~~Section 28-10—Signs.~~

~~For information on Signs see Chapter 30 of the Municipal Code of the Village of Arlington Heights.~~

Section 28-1110 - Off Street Parking and Loading.

~~11.1 General Provisions—Parking and Loading.~~

~~11.1-1 Scope of Regulations.~~ The off-street parking and loading provisions of this ~~Code Section~~ shall apply as follows:

~~11.1-1.110.1~~ For all buildings and structures erected and all uses of land established after the effective date of this ~~Ordinance Section~~, accessory parking and loading facilities shall be provided as required by the regulations of the districts in which such buildings or uses are located. However, where a building permit has been issued prior to the effective date of this ~~Ordinance Section~~, and provided that construction is begun within six months of such effective date and diligently ~~prosecuted-pursued~~ to completion, parking and loading facilities as required hereinafter need not be provided.

11.1-1.2 When the intensity of use of any building, structure, or premises ~~shall is planned to~~ be increased through addition of units, gross floor area, seating capacity, or other units of measurement specified herein for required parking or loading facilities, parking and loading facilities as required herein shall be provided for such increase in intensity of use.

11.1-1.3 Whenever the existing use of a building or structure ~~shall hereafter be is~~ changed to a new use, parking or loading facilities shall be provided as required for such new use. However, if ~~said the~~ building or structure was erected prior to the effective date of this ~~Ordinance Section~~, additional parking or loading facilities are ~~mandatory-required~~ only in the amount by which the requirements for the new use would exceed those for the existing use if the latter were subject to the parking and loading provisions of this ~~Ordinance Section~~.

~~11.1-2 Existing Parking and Loading Facilities.~~ ~~Accessory off-street parking or loading facilities which are located on the same lot as the building or use served and which were in existence on the effective date of this Ordinance or were provided voluntarily after such effective date, shall not hereafter be reduced below, or if already less than, shall not further be reduced below the requirements of this ordinance for a similar new building or use.~~

~~11.1-3 Permissive Parking and Loading Facilities.~~ ~~Nothing in this ordinance shall be deemed to prevent the voluntary establishment of off-street parking or loading facilities to serve any existing use of land or buildings provided that all regulations herein governing the location, design, improvement, and operation of such facilities are adhered to.~~

~~11.1-4 Damage or Destruction.~~ ~~For any conforming building or use which is in existence on the effective date of this ordinance, which subsequently thereto is damaged or destroyed by fire, collapse, explosion, or other cause, and which is re-constructed, re-established or repaired, off-street parking or loading facilities need not be provided, except that parking or loading facilities equivalent to any maintained at the time of such damage or destruction shall be restored or continued in operation. However, in no case shall it be necessary to restore or maintain parking or loading facilities in excess of those required by this ordinance for equivalent new uses or~~

~~construction.~~

11.1-5 Control of Off-Site Parking Facilities. ~~Where required parking facilities are provided on land other than the zoning lot on which the building or use served by such facilities is located, they shall be and remain in the same possession or ownership as to the zoning lot occupied by the building or use to which the parking facilities are accessory.~~ In a residential district, no zoning certificate for ~~such~~ off-site facilities shall be issued until the Plan Commission has conducted a hearing for a special use in accordance with Section 8. No off-site parking shall be located in a residential zoning district unless accessory to a use permitted in that district.

11.1-6 Submission of ~~Plot~~ Parking Plan. Any application for a building permit, or for a certificate of occupancy where no building permit is required, shall include a ~~plot~~ parking plan drawn to scale and fully dimensioned showing any parking or loading facilities to be provided in compliance with this ~~Ordinance~~Section.

11.2 Additional Regulations – Parking.

11.2-1 Except as otherwise indicated, required accessory off-street parking facilities provided for uses listed hereinafter shall be solely for the parking of ~~passenger automobiles~~ vehicles of patrons, occupants (or their guest), or employees of such uses.

11.2-2 Floor Area. See Section ~~3.2-90~~ 28-3(48) for floor area measurement requirements.

11.2-3 Employees. Parking spaces required on an employee basis shall be based on the maximum number of full or part-time employees on duty or residing, or both on the premises at any one time.

11.2-4 Capacity. Parking spaces required on the basis of capacity shall be based on the capacity as determined by current Village Building and Fire Codes.

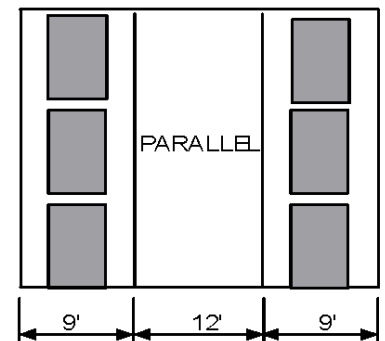
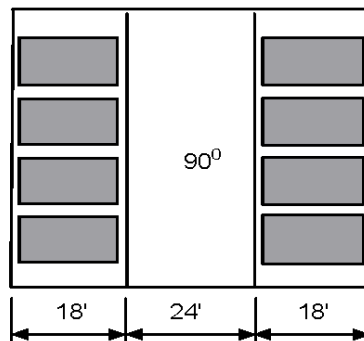
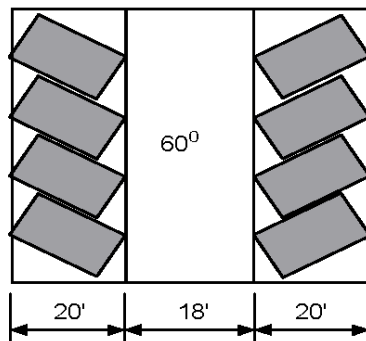
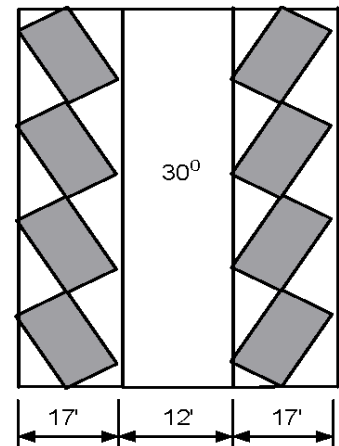
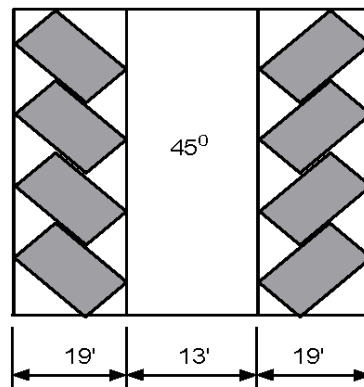
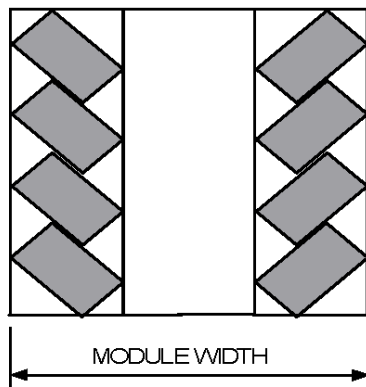
11.2-5 Computation. When determination of the number of off-street parking spaces required by this ~~Ordinance~~Section results in a requirement of a fractional space, any fraction of one-half or less may be disregarded, while a fraction in excess of one-half shall be counted as one parking space.

11.2-6 Collective Provision. Off-street parking facilities for separate uses may be provided collectively if the total number of spaces so provided collectively is not less than the sum of the separate requirements for each such use and provided that all regulations governing location of accessory parking spaces in relation to the use served are adhered to. Further, no parking space or portion thereof shall serve as a required space for more than one use unless otherwise authorized by the Plan Commission in accordance with Section 11.1-5.

11.2-7 Size. A required off-street parking space shall be at least nine feet in width and at least eighteen feet in length, exclusive of access drives or aisles, ramps, columns, or office or work areas. The length of a parking space can be reduced to sixteen and one half feet including wheel stop if additional space of one and one half feet in length is provided for car overhang. At least three feet, excluding any car overhang space, must be provided for any planting screen. The parking shall have a vertical clearance of at least seven feet.

11.2-8 Horizontal widths for parking rows, aisles, and modules shall be provided at widths no less than listed in the following table:

	Parallel	30	One Way 45	60	Two Way 90
Single Row Parking	9'	17'	19'	20'	18'
Driving aisle	12'	12'	13'	18'	24'
Minimum width of module	21'	29'	32'	38'	42'
Two row parking	18'	34'	38'	40'	36'
Driving aisle	12'	12'	13'	18'	24'
Minimum width of module	30'	46'	51'	58'	60'



Certain required off-street parking spaces mandated by this Section may be satisfied by spaces eight and one-half feet in width by 18 feet in length if the Petitioner provides an analysis that justifies the narrower spaces to the satisfaction of ~~under all the following conditions as determined by~~ the Director of Engineering. Spaces predominantly patronized by rapid-turnover parkers do not qualify for the narrower width.

~~a. The narrower spaces must be justified by an analysis provided at petitioner's expense.~~

~~b. Spaces predominantly patronized by rapid-turnover parkers do not qualify for the narrower width.~~

11.2-9 Access. Each required off-street space shall open directly upon an aisle or driveway of such width and design as to provide safe and efficient means of vehicular access to such parking

space. All off-street parking facilities shall be designed with appropriate means of vehicular access to a street or alley in a manner which will least interfere with traffic movement.

No driveway across public property or requiring a curb cut shall exceed a width of 25 feet, except when, in the opinion of the Director of Engineering, safe and efficient design principals require an increase, in which case the Director of Engineering may authorize a maximum driveway width of 36 feet. Furthermore, no access from a street or alley to off-street parking facilities shall be located less than 35 feet from the intersection of the right-of-way of two intersecting streets.

11.2-10 Handicapped Parking. Parking for the handicapped shall be provided at a size, number and location, as specified by the current Illinois Accessibility Code.

11.2 10.1 Number of Required Spaces*

TOTAL OFF-STREET PARKING SPACES REQUIRED		REQUIRED MINIMUM NUMBER OF ACCESSIBLE PARKING SPACES
---	--	---

1	to	20	1
21	to	50	2
51	to	75	3
76	to	100	4
101	to	150	5

TOTAL OFF-STREET PARKING SPACES REQUIRED		REQUIRED MINIMUM NUMBER OF ACCESSIBLE PARKING SPACES
---	--	---

151	to	200	6
201	to	300	7
301	to	400	8
401	to	500	9
501	to	1000	2 percent of total number
over 1000			20 plus 1 for each 100 over 1000

*All medical facilities shall meet the applicable provisions of the current State of Illinois Accessibility Standards.

11.2 10.2 Dimensions of Handicapped Spaces and Access Aisle. Each parking space shall be at least 16 feet wide and striped in conformance with the current State of Illinois Accessibility Standards. Adjacent parking spaces shall not share a common access aisle. All access aisles shall blend to a common level with an accessible route and shall be diagonally striped.

11.2 10.3 Signage. Each parking space designated for handicapped persons shall comply with the current Illinois State Statue as amended and meet the requirements of the current U. S. Department of Transportation Standard for the required sign. Signs shall be vertically mounted on a post or a wall at the front of the parking space, no more than 5'-0" from the front of the parking space, and set a minimum of 4'-0", maximum 6'-0" from grade level to the bottom of the sign. In parking structures, handicapped parking signs may be mounted below the tops of spandrels or parapet walls, even though that mounting may be below 4'-0". In addition, each sign designating a parking facility for persons with disabilities shall also exhibit sign specifying the fine, with the amount to be consistent with the Arlington Heights Municipal Code.

~~11.2-10.4 All off-street parking areas in existence on the date of adoption of this ordinance shall install the required identification signs on or before one year from adoption of this ordinance.~~

~~11.2-10.5 Maintenance of Parking Spaces. Each handicapped parking space must be kept clear of snow after two inches or more of snowfall. Each space should be kept clear of ice and shall not be used for storage of snow.~~

11.2-11 In Yards.

11.2-11.1 In R-E, R-1, R-2, and R-3 Districts, off-street parking spaces shall be allowed based on the following:

- a. Off-street parking spaces may be located in any yards ~~provided that said parking shall be permitted but~~ only on concrete or asphalt surfaces.
- b. Except as set forth in subsection c. below, no driveway and/or parking area shall exceed a width of 22 feet.
- c. For three car garages, a driveway and/or parking area shall be allowed to be a maximum of 32 feet in width, within 18 feet of the garage's front elevation when, in the opinion of the Director of Engineering, the installation of such driveway will not be detrimental to drainage or alter the character of the area.
- d. When the garage is located to the rear of the residence, the side drive shall be a minimum of nine feet wide. Projections (chimneys, awnings, etc.) shall not be allowed to overhang within this measurement.
- e. For a zoning lot with a lot width of 70 feet or greater, all driveway pavement must be setback at least three feet from the side or rear lot line (whichever lot line applies).
- f. For side-loaded garages (when the garage door(s) face a side lot line), the driveway pavement dimension shall be a minimum of 22 feet from the face of the garage to the edge of the driveway pavement along the side lot line.

Nothing contained herein, however, shall permit ~~that the~~ parking of any vehicle in a portion of yard where such parking would otherwise be prohibited by any provision of ~~this chapter or other section of the~~ Arlington Heights Village Code, nor shall this section be construed to eliminate any requirements for the installation of driveways otherwise imposed by the ~~Arlington Heights Village~~ Code, including specifications for the construction and character of such driveways. Parking upon grass, dirt or other non-hard surface of any vehicle except towed vehicles is prohibited.

11.2-11.2 In "R-4", "R-5", "R-6" and "R-7" and "M-1" off-street parking spaces may be located in any yard except required front yards.

In O-T Office Transitional Districts off-street parking spaces may be located in any required yard.

In Business and M-2 Districts, off-street parking spaces may be located in any required yard.

11.2-12 Design and Maintenance.

11.2-12.1 Open and Enclosed Parking Spaces. Accessory parking spaces located on the same lot occupied by the use served, may be open to the sky or enclosed in a building. Accessory parking spaces located in an "R-5" or "R-7" District elsewhere than on the same lot occupied by the use served shall be open to the sky except when otherwise allowed as a Special Use by the Village.

11.2-12.2 Surfacing and Drainage. All off-street parking areas except those accessory to one-family dwellings, shall be improved with a compacted base, surfaced with asphaltic concrete or some comparable all-weather dustless material of a design and thickness in accordance with prescribed engineering standards, and shall be so graded and drained as to dispose of surface water accumulation by means of a positive storm water drainage system connected directly or indirectly to a public drainage way.

~~**11.2-12.3 Signs.** Accessory signs are permitted in parking areas in accordance with the provisions of Chapter 30 of the Municipal Code.~~

~~**11.2-12.4 Repair and Service.** No motor vehicle repair work of any kind shall be permitted in conjunction with accessory off-street parking facilities provided in a Residence or Business District.~~

11.2-12.5 Lighting.

- a. All lighting used to illuminate off-street parking areas shall be shielded or otherwise optically controlled so as to provide glareless illumination in such a manner as not to create a nuisance on adjacent property.
- b. All off-street parking areas with lighting shall limit spillage onto adjacent property. Maximum horizontal foot candles as given off by the neighboring property as measured in the following districts shall not exceed:

	Foot Candles	Lux
Single-Family Residential Districts	.1	1.0
Multiple Family Residential Districts	.2	2.0
Business Districts	2.0	21.5
Light Industrial Districts	5.0	53.8
Park, School & Institutional Districts	5.0	53.8

- c. All ~~luminaries-~~ light poles erected 20-feet to 40-feet above ground level:

1. Shall be flat bottom optically controlled sharp cut-offs, as approved by ~~Village the~~ Director of Engineering;
2. Shall not be installed with diffusing refractors; and
3. Shall maintain a ratio of 3:1 or less of luminaire spacing to luminaire mounting heights.

- d. All ~~luminaries~~ light poles erected 0-feet to 20-feet above ground level:
 - 1. Shall be of translucent materials and not transparent materials, as approved by the ~~Village Director of~~ Engineering; and
 - 2. Shall not be installed with diffusing refractors.
- e. ~~Luminaries~~ Light Poles shall not be erected higher than 40-feet above ground level.
- f. Parking installed for the public benefit by Park Districts, educational and religious institutions shall be exempt from the requirements of (c) (3) of this Section.
- g. All present non-conforming off-street parking areas shall be equipped with the lighting required by this section upon the obsolescence or replacement of the existing lighting.
- h. Definitions and Terms used in this Section shall be defined by the Illumination Engineering Societies in the current edition of the IES Lighting Handbook.
- i. Lighting standards in side and rear yard(s) in districts other than R-E through R-7 are exempt from the requirements of (d) of this Section when said side or rear yard(s) are not adjacent to a residential district or roadway and the lighting standards do not cause glare to vehicular traffic.

11.2-12.6 Curbing. The perimeter of all parking areas providing space for parking five or more vehicles shall be protected in accordance with prescribed engineering standards.

11.2-13 Maximum Number of Spaces. The total number of accessory parking spaces provided for a two-family or multiple-family dwelling or hotel shall not exceed that required by this ~~Ordinance~~Section for such use or for an equivalent new use by more than 50%. The total number of accessory parking spaces for a single-family residential zoning lot shall be six.

11.2-14 Parking of Certain Vehicles in Residential Zoning Districts. The purpose and intent of this Section is to restrict the parking of certain vehicles in residential zoning districts as defined below. No vehicles, other than private passenger vehicles or commercial vehicles subject to the provisions of Section 11.2-14.2, may be parked between the front line of any portion of the building and the street in a residential area for a greater length of time than is required for loading or unloading or for performing services associated with the equipment or materials hauled in commercial vehicles. In no case shall a vehicle, other than a private passenger vehicle or commercial vehicles subject to the provisions of Section 11.2-14.2, be parked between the front line of any portion of the building and the street in a residential area overnight, except as authorized by the Chief of Police as provided elsewhere in this Section.

11.2-14.1 Parking of Recreational Vehicles. Recreational Vehicles (RV) may be parked on a residential zoning lot subject to the following:

- a. Front Yard.
 - 1. RVs shall not be parked between the front line of any portion of the building and the street, unless otherwise specifically provided for in this Chapter.

b. Side Yard.

1. No more than two RVs may be parked in a side yard.
2. A single RV may not exceed 20 feet in length and two RVs, if parked-end to-end, may not exceed a total combined length of 20 feet.
3. A single RV may not exceed a height of four feet in height, ~~and two RVs stacked shall not exceed a total combined height of four feet.~~
4. Any RV located in an interior side yard shall be parked a minimum of three feet from the side lot line.
5. Any RV located in an interior side yard shall be screened on all sides with a single row of evergreens a minimum of five feet high at time of planting or a semi-open wood fence five feet high.

c. Rear Yard.

1. No more than two RVs shall be parked in a rear yard.
2. A single RV shall not exceed 32 feet in length and two RVs, if parked end-to-end, shall not exceed a total combined length of 32 feet.
3. A single RV shall not exceed a height of 12 feet in height ~~and two RVs stacked shall not exceed a total combined height of 12 feet.~~
4. Any RV located in a rear yard shall be parked a minimum of five feet from the rear lot line and a minimum of three feet from any interior lot line.
5. Any RV located in a rear yard shall be screened on all sides with a single row of evergreens a minimum of five feet high at time of planting or semi-open wood fence five feet high.

d. Exterior Side Yards and Rear Yards Adjacent to a Street or Roadway.

1. No RVs shall be located in an exterior side yard or that portion of a rear yard that is between an adjacent street or roadway and a line extended from the building.

e. Additional Requirements.

1. Not more than two RVs may be parked on any residential zoning lot.
2. At no time shall a parked RV be used for living, sleeping or other purposes. No RV shall be connected to gas, water or sanitary sewer service.
3. Any RV may be parked in a fully enclosed garage unless such parking is specifically prohibited elsewhere in the Code.
4. The owner of an RV shall not park the RV in a manner so as to create a dangerous

or unsafe condition on the lot where parked or to adjacent property. Parking in such fashion that the RV may readily tip or roll shall be considered a dangerous or unsafe condition.

5. The parking surface of an RV in any permitted area shall be a hard surface such as concrete, asphalt or crushed stone.
6. RVs shall not have their wheels removed or be affixed to the ground so as to prevent ready removal of the vehicle.
7. RVs shall not be used as accessory structures in any zoning district.
8. No major automobile repairs, as defined in Section 3 of the Zoning Ordinance, shall be performed on any RV except within a garage or other structure.
9. Temporary parking of RVs for the purpose of loading or unloading shall be permitted for no more than two days within any period of four consecutive days.

11.2-14.2 Parking of Commercial Vehicles. Commercial vehicles may be parked on a residential zoning lot subject to the following:

- a. Size/Weight Limitation. No commercial vehicle having a license class designation greater than “B” under the Illinois Vehicle Code shall be parked on a residential zoning lot. This limitation shall not apply to a pick-up style commercial vehicle with the license class designation of “D.” All other Class “D” vehicles are prohibited.
- b. Location. No commercial vehicle shall be parked on a residential zoning lot unless parked within a private garage. However, a commercial vehicle that meets one of the following criteria is not required to be parked within a private garage:
 1. The vehicle has no signage;
 2. The vehicle’s signage is limited to the identification of the owner or operator affixed, by name or logo, and shall be no larger than 25% of the area of the front door, including glass, on the driver’s side. Such identification may appear on not more than two separate portions of the vehicle.
- c. Number. Generally, only one commercial vehicle shall be parked on a residential lot. A second commercial vehicle may be parked on a residential lot only if it meets all of the following criteria:
 1. The vehicle shall not have a license class designation of “B” or greater under the provisions of the Illinois Vehicle Code; and
 2. The vehicle’s signage is limited to the identification of the owner or operator affixed, by name or logo, and shall be no larger than 25% of the area of the front door, including glass, on the driver’s side. Such identification may appear on not more than two separate portions of the vehicle.
- d. Nothing in the provisions of this ~~Ordinance~~Section shall be construed to prohibit trucks

and other service vehicles from being parked on the premises temporarily for purposes of making deliveries or rendering service to the property.

- e. The Police Chief, or duly appointed representative, may authorize the parking of commercial vehicles designed for providing emergency services applying the same procedures and restrictions as used for RVs.

11.2-14.3 No inoperable or unlicensed vehicle shall be permitted on any residential property for more than 48 hours unless it is in an enclosed garage.

11.3 Location of Accessory Off-Street Parking Facilities. The location of off-street parking spaces in relation to the use served shall be as prescribed hereinafter. All distances specified shall be walking distances between such parking spaces and a main entrance to the use served.

11.3-1 For Uses in an R-E, R-1, R-2, R-3, or R-4 District. Parking spaces accessory to dwellings shall be located on the same zoning lot as the use served.

11.3-2 For Uses in an R-5, R-6 or R-7 District. All parking spaces shall be within 500 feet of the use served, except that spaces accessory to a multiple-family dwelling or apartment-hotel shall be within 300 feet of the use served. However, no parking spaces accessory to a use in an R-5 or R-7 District shall be located in an R-E, R-1, R-2, R-3 or R-4 District.

11.3-3 For Uses in Business and Manufacturing Districts. All required parking spaces shall be within 1,000 feet of the use served, except for spaces accessory to dwelling units (other than those located in a transient hotel), which shall be within 300 feet of the use served. However, no parking spaces accessory to a use in a Business or Manufacturing District shall be located in a Residence District.

11.4 Schedule of Parking Requirements. Accessory off-street parking spaces for the following uses shall be provided as required herein.

USE

REQUIREMENTS

Housing for Elderly

One space for each multi-family dwelling unit. Single family detached and attached dwelling units require two parking spaces per unit.

Dormitories

Two spaces per three residents, plus one space for each staff member.

11.4-1 RESIDENTIAL USES

USE

REQUIREMENTS

Multiple Family Dwellings
in the R-5 and R-6 Zoning Districts

Two spaces for each dwelling unit

Multiple Family Dwellings
in the R-7 Zoning District

One and one-half spaces for each
dwelling unit

One & Two Family Dwellings

Two spaces for each dwelling unit

11.4-2 RETAIL - COMMERCIAL AND SERVICES USES

USE

REQUIREMENTS

Amusement Device Arcades

One space for each 300 square feet of floor area

Automobile Service Stations

One space for each employee plus three spaces for each service bay

Banks

One space for each 300 square feet of floor area

Beauty Shop

One space for each 250 square feet of floor area

Bowling Alleys

Three spaces for each alley plus the required spaces for restaurants that are provided

Dance Studio

One space for each 250 square feet of floor area

Furniture and Appliance Stores,

One space for each 600 square feet of floor area

Health Clubs

One space for each 200 and fifty square feet of floor area

Motor Vehicle Sales and
Sales

One space for each 600 square Machinery of floor area

Offices - Business, Professional & Governmental

One space for each 300 square feet of floor area

Offices - Medical or Dental Clinics,

One space for every 200 square feet of floor area

Medical Center

(Refer to State of Illinois Accessibility Standards for additional requirements.)

Personal Trainer

One space for each 250 square feet of floor space

Restaurant - Carry-Out

One space for each 300 square feet of floor space

Restaurant - Sit-Down

One space for each 45 square feet of seating

	area
Retail Stores - Not Otherwise Specified	One space for each 300 square feet of floor area
Theaters (Indoor)	One space for each four seats
Undertaking Establishments, Funeral Parlors	25 spaces for each chapel or parlor

11.4-3 WHOLESALE, STORAGE & PRODUCTION

USE

Establishments Engaged in Production, Processing, Cleaning, Servicing, or Repair of Materials, Goods or Products, or Engaged in Research and Development

Warehouses and Storage

Wholesale Establishments

REQUIREMENTS

One space for each two employees plus one space for each vehicle used in the Testing the conduct of the enterprise.

One space for each two employees plus one space for each vehicle used in the conduct of the enterprise

One space for each two employees plus one space for each vehicle used in the conduct of the enterprise

11.4-4 COMMUNITY SERVICE USES

USE

Colleges & Universities

Community Centers

Church

Day Care Centers and Schools

Hospital

Libraries, Art Galleries
Museums- Public

Places of Assembly as follows:
Stadiums, Arenas, Auditoriums
(other than Church, College or
Institutional School),
Convention Halls, Skating Rinks,

REQUIREMENTS

One space for every five students at maximum enrollment

Spaces equal in number to 30% of capacity

One space for each five seats

Three spaces for each two employees

Three spaces for each hospital bed

One space for each 1000 feet &
of gross floor space

Parking equal in number to 30% of the
capacity in persons

and other similar places of assembly

Public Utility and Public
Service Uses

Spaces as required for similar office,
retail uses or industrial

Recreational Facilities

Spaces equal in number to 30% of capacity

Schools, Commercial

One space for each employee plus spaces
equal in number to one half of the maximum
number of students projected to be in
attendance at any one time

Schools, Elementary

~~Two spaces~~ One space per ~~each~~ employee
~~plus one space per classroom~~ plus one space
per every five classrooms

Schools, High

Two spaces per each employee plus one
space per ten students at maximum

11.4-5 MISCELLANEOUS USES

USE

REQUIREMENTS

Fraternities, Sororities, & Dormitories

One space for each three active member plus
one space for the manager thereof

Hotels & Motels

One space for each lodging room plus spaces
as required for any restaurant that is included

Nursing Homes

One space for each two beds

Private Clubs and Lodges

One space for each lodging room plus
parking spaces equal in number to 30% of the
capacity in persons (exclusive of lodging
room capacity)

Crematories, Mausoleums

Parking spaces shall be as determined by Plan
Commission Fraternal and Religious
institutions to serve persons employed or
residing on the premises, as well as the
visiting public

Other Uses

For uses not listed heretofore in this schedule
of parking requirements, parking spaces shall
be provided on the same basis as required for
the most similar listed uses

11.5 PARKING IN THE ~~CENTRAL-DOWNTOWN~~ BUSINESS DISTRICT

11.5-1 Furniture and Appliance Store (B-5)

USE

First Floor

Other than First Floor

REQUIREMENTS

One space for each 1000 square feet of floor area

One space for each 1500 square feet of floor area

11.5-2 Multiple Family Dwellings (B-5)
(Including Apartment Hotels)**USE**

Efficiency and One Bedroom Apartments

Two Bedroom Apartments

Three Bedroom Apartments

REQUIREMENTS

One space for each unit

One and one-fourth spaces for each unit

One and one-half spaces for each unit

11.5-3 Office - Business, Professional, and Governmental (B-5)**USE**

First Floor

Second Floor or Basement

Above the Second Floor

REQUIREMENTS

One space for each 600 square feet in excess of 1500 square feet of floor area

One space for each 750 square feet in excess of 2000 square feet of floor area

One space for each 1250 square feet in excess of 2500 square feet of floor area.

11.5-4 Offices-Medical or Dental and Medical Centers (B-5)**USE**

First Floor

Other Than the First Floor

REQUIREMENTS

Three spaces for each examination room

Two spaces for each examination room

11.5-5 Retail Stores and Banks (B-5)**USE**

First Floor

Second Floor or Basement

REQUIREMENTS

One space for each 500 square feet in excess of 1500 square feet of floor space

One space for each 700 and fifty square feet in excess of 2000 square feet of floor area

Above the Second Floor

One space for each 1000 square feet in excess of 2500 square feet of floor area

11.5-6 Restaurant - Sit-Down (B-5)

USE

First Floor or Basement

REQUIREMENTS

One space for each two hundred square feet of public seating area

Above the First Floor

One space for each 250 square feet of public seating area

11.5-6 Restaurant - Sit-Down (B-5)

USE

Other Uses (B-5)

REQUIREMENTS

For uses not listed heretofore in the above schedule of parking requirements for the B-5 zoning district, parking spaces shall be provided at 50% in number as required elsewhere

11.5-8 Leasing of Parking Spaces. The off-street parking requirements in the B-5 Downtown District may be met by the leasing of ~~such~~ spaces from the Village. The duration and terms of such lease shall be determined by the President and Board of Trustees. ~~Such lease shall be in a form approved by the Village Attorney and the President and Board of Trustees and shall contain such guarantee of payment or other security as may be required by the President and Board of Trustees.~~ The ~~ancillary~~ parking shall not be separated from the place of business by a major arterial road and shall be within the Downtown District or contiguous to the Downtown District.

11.5-9 Substantial Compliance. If an existing developed parcel does not meet parking requirements but the deficit is either less than ten spaces or no more than five percent less than the number of required parking spaces, the parcel will be deemed to be in substantial compliance with the parking requirements if the property owner can demonstrate to the satisfaction of the Village that there is sufficient parking on-site for the proposed uses.

11.6 Additional Regulations -- Off-Street Loading.

11.6-1 Location. All required loading berths shall be located on the same zoning lot as the use served. No loading berth for vehicles over two ton capacity shall be closer than 50 feet to any property in a Residence District unless completely enclosed by building walls or a uniformly painted solid fence or wall, or any combination thereof, not less than six feet in height. No permitted or required loading berth shall be located within 25 feet of the nearest point of intersection of any two streets. No loading berth shall be located in a required side yard and any loading berth located in a required rear yard shall be open to the sky.

11.6-2 Size. Unless otherwise specified, a required loading berth shall be at least ten feet in width by at least 35 feet in length, exclusive of aisle and maneuvering space, and shall have a vertical clearance of at least 14 feet.

11.6-3 Access. Each required off-street loading berth shall be designed in such a manner that all vehicle maneuvering shall be performed entirely on the property being serviced when the access is from a street designated on the Village Official Map or Village Comprehensive Plan Map as an arterial or collector street.

~~**11.6-4 Surfacing.** All open off-street loading berths shall be improved with a compacted macadam base, not less than seven inches thick, surfaced with not less than two inches of asphaltic concrete or some comparable all-weather dustless materials.~~

11.6-54 Repair and Service. No motor vehicle repair work or service of any kind shall be permitted in conjunction with loading facilities provided in any Residence or Business District.

11.6-65 Space allocated to any off-street loading berth shall not be used to satisfy the space requirements for any off-street parking facilities or portion thereof.

11.6-76 For special uses other than prescribed for hereinafter, loading berths adequate in number and size to serve such use, as determined by the Plan Commission, shall be provided.

11.6-87 Uses for which off-street loading facilities are required herein, but which are located in buildings of less floor area than the minimum prescribed for such required facilities, shall be provided with adequate receiving facilities off any adjacent alley, service drive, or open space on the same lot which is accessible by motor vehicle.

11.7 Schedule of Loading Requirements. For the uses listed in the following table, off-street loading berths shall be provided on the basis of gross floor area or building or portions thereof devoted to such uses in the amounts shown ~~herebelow:-~~

USE	GROSS FLOOR AREA IN SQUARE FEET	REQUIRED NUMBER AND MINIMUM DIMENSIONS OF BERTH
a. Multiple-Family Dwellings	10,000 to 200,000	1-(10 ft. x 35 ft.)
b. Hospitals, sanitariums, and other institutional uses	For each additional 200,000 or fraction thereof	1 additional - (10 ft. x 35 ft.)
c. Hotels, Clubs and Lodges, except as set for in Item (c)		
d. Hotels, Clubs and Lodges - when containing any of the following: Retail Shops	10,000 to 20,000 20,000 to 150,000 For each additional	1-(10 ft. x 35 ft.) 1-(10 ft. x 50 ft.) 1 additional -
Convention Halls, Auditoriums, Exhibition Halls, or Business or Professional Offices (other than accessory)	150,000 or fraction thereof	(10 ft. x 50 ft.)
e. Retail Stores	5,000 to 10,000	1-(10 ft. x 35 ft.)
f. Restaurants - Sit-down	10,000 to 25,000	2-(10 ft. x 35 ft. ea.)
g. Motor Vehicle and Machinery Sales	25,000 to 40,000 40,000 to 100,000	2-(10 ft. x 50 ft. ea.) 3-(10 ft. x 50 ft. ea.)
h. Wholesale Establishments	200,000 or fraction	1 additional -

(but not including warehouse and storage buildings other than accessory)

thereof

(10 ft. x 50 ft.)

USE	GROSS FLOOR AREA IN SQUARE FEET	REQUIRED NUMBER AND MINIMUM DIMENSIONS OF BERTH
i. Auditoriums, Convention Halls, Exhibition Halls, Sports Arenas, Stadiums	10,000 to 20,000 20,000 to 100,000 For each additional	1-(10 ft. x 35 ft.) 1-(10 ft. x 50 ft.) 1 additional -
j. Bowling Alleys	100,000 or fraction thereof	(10 ft. x 50 ft.)
k. Banks and Offices - Business, Professional and Governmental	10,000 to 100,000 for each additional 100,000 or fraction thereof to 500,000 for each additional 500,000 or fraction thereof	1-(10 ft. x 35 ft.) 1 additional - (10 ft. x 35 ft.) 1 additional - (10 ft. x 35 ft.)
l. Establishments Engaged in Production, Processing, Cleaning, Servicing, Testing, or Repair of Materials, Goods or Products	5,000 to 10,000 10,000 to 40,000 40,000 to 100,000 For each additional 100,000 or fraction thereof	1-(10 ft. x 35 ft.) 1-(10 ft. x 50 ft.) 2-(10 ft. x 50 ft. ea.) 1 additional (10 ft. x 50 ft.)
m. Warehouses and Storage Buildings		
n. Theaters	8,000 to 25,000 For each additional 50,000 or fraction thereof	1-(10 ft. x 35 ft.) 1 additional - (10 ft. x 35 ft.)
o. Undertaking Establishments and Funeral Parlors	8,000 to 100,000 For each additional 100,000 or fraction thereof	1-(10 ft. x 35 ft.) 1 additional - (10 ft. x 35 ft.)

Section 28-12 - Zoning Board of Appeals

12.1 Zoning Board of Appeals. The powers, duties and responsibilities of the Zoning Board of Appeals are set forth in Chapter 6 of the Municipal Code.

(Ord. # 04-059)

12.2 Land Use Variations

In order to receive a variation, the Petitioner must provide support for each of the following factors:

1. The proposed use will not alter the essential character of the locality and will be compatible with existing uses and zoning of nearby property; and
2. The plight of the owner is due to unique circumstances, which may include the length of time the subject property has been vacant as zoned; and
3. The proposed variation is in harmony with the spirit and intent of this Chapter;
4. The variance requested is the minimum variance necessary to allow reasonable use of the property.

A variation may be granted if the evidence provided sustains each of the factors listed above. Every variation shall be accompanied by findings of fact specifying the reasons for granting the variation by applying the above factors.

The concurring vote of four members of the Zoning Board is necessary to reverse any order, requirement, decision, or determination of the Administrative Officer, or to decide in favor of the applicant in any matter upon which it is required to pass or to effect any variation.

~~12.3 Zoning Board of Appeals Hearing.~~ ~~The procedures to be followed for consideration of a variation shall be as follows:~~

(Ord. # 04-009)

~~12.3-1 Pre-Application Conference.~~ ~~Prior to submission of an application for a variance, the owner or authorized agent of the owner shall meet with the Director of Planning and Community Development to obtain information and guidance prior to submission of application. The applicant may request relief from the requirements of Section 12.3-2 to the Director of Planning and Community Development. Such request will be referred to the Zoning Board of Appeals for decision on such request.~~

(Ord. # 04-059)

~~12.3-2~~ **Application.** An application for a hearing before the Zoning Board of Appeals ~~verified by the owner of the subject property or their authorized agent~~ shall be filed with the Department of Planning and Community Development upon a form prescribed therefore which shall be accompanied by the application fee and the following:

12.3-2.1

a. Plat of Survey. Nine copies of the Plat Survey, designating dimensions of proposed

construction spotted thereon.

12.3 2.2 Petition. ~~Written Petition to the Zoning Board of Appeals, detailing variation requested.~~

(Ord. # 04-059)

12.3 2.3 b. Preliminary Plans. ~~The Applicant must submit N~~nine copies of detailed preliminary plans ~~relating to the of variation, requested as determined by the Director of Planning and Community Development and Chair of the Zoning Board of Appeals.~~ If ~~the~~ application is for a fence variation, ~~the~~ placement and height of fence ~~to must~~ be designated on the Plat of Survey.

12.3 2.4 c. Proof of Ownership. The applicant shall submit ~~documentation owners Policy of Title insurance and/or Warranty Deed~~ evidencing ownership of property and any lease or rental agreement in effect pertaining to the petition on the subject property. If Title is in Trust, a copy of the Trust Agreement, certified by the Trustee with evidence of all current ownership of beneficial interest together with a letter of authorization from the Trust Company ~~shall be provided~~.

(Ord. # 04-059)

12.34 Departmental Review. The Planning Department shall circulate ~~the~~ application and plans to the ~~Village of Arlington Heights municipal appropriate~~ departments for review and recommendations. ~~The departments shall reply in writing stating their review and recommendation to the Planning Department within ten days of receipt of said plans.~~ All reviews and recommendations shall be made available to the applicant prior to the public hearing. The applicant may submit revised plans to the Planning Department for review and ~~all revised plans~~ must be submitted ~~14 fourteen~~ days prior to ~~the~~ public hearing. The revised plans shall be submitted and reviewed ~~as required in Section 12.3 2.3.~~ The Planning Department shall transmit all recommendations to the Zoning Board of Appeals for their review ~~at least seven days~~ prior to ~~the~~ date of ~~the~~ public hearing.

12.45 Public Hearing Notification Requirements. The applicant shall comply with notification requirements ~~as set forth in of~~ Section 18 ~~of this Chapter~~.

12.56 Determination. The Zoning Board of Appeals ~~and Village Board~~ may require additional plans or studies in order to conduct a thorough investigation of a request before them. The findings and recommendations of the Zoning Board of Appeals shall ~~generally~~ be transmitted to the Village Board of Trustees within ~~thirty 30~~ days of adjournment of the ~~pPublic h~~Public ~~H~~Hearing. If the petition also requires a recommendation from the Plan Commission, the findings and recommendations of the Zoning Board of Appeals will ~~generally~~ be transmitted to the Village Board within ~~thirty 30~~ days of adjournment of the Plan Commission Public Hearing.

(Ord. #06-008)

12.7 Zoning Board of Appeal Fees. ~~All applications for zoning amendments submitted to the Zoning Board of Appeals, shall be accompanied by the applicable fee as determined by the following schedule:~~

Single Family Residential District	\$200.00
Multiple Family or Commercial District	\$350.00
Commercial District	\$500.00

12.68 Limitation on Requests for Variations. No request for a variation shall be considered by the Zoning Board of Appeals for property which has been the subject matter of a previous request for a variation for a period of one year after the Zoning Board of Appeals has made a determination or recommendation for a variation on the same property. The Zoning Board of Appeals shall not consider any petition for rehearing of a variation request after a decision or recommendation on a variation has been made unless substantial changes have been made to the evidence or use to adjacent properties.

Section 28-13 - Plan Commission

13.1 Plan Commission. The powers, duties and responsibilities of the Plan Commission are set forth in Chapter 6 of the Municipal Code.

~~**13.1-1 Zoning Regulations.** The Plan Commission shall upon direction from the Board of Trustees, or at its own initiative, review any part of Chapter 28 (Zoning Regulations), hold appropriate public hearings and made recommendations to the Board of Trustees.~~

(Ord. #03-068)

~~**13.1-2 Individual Zoning, Subdivision and Development Petitions.** The Plan Commission will conduct appropriate hearings, unless a majority of the Trustees directs that a specific hearing be held in some other manner, and submit recommendations to the Board of Trustees on petitions involving the following matters:~~

- ~~a. Subdivision, including resubdivision and consolidation.~~
- ~~b. Special Uses. (See Section 8)~~
- ~~c. Planned Unit Development. (See Section 9)~~
- ~~d. Rezoning.~~
- ~~e. Land Use Variations.~~
- ~~f. Such other matters as may be referred to the Commission by the President and Board of Trustees.~~

In applications for Planned Unit Development, Subdivisions, Special Use Permits, Rezoning and Land Use Variations, the Plan Commission may recommend and the Village Board may authorize exceptions to the applicable bulk regulations of this ordinance and such other variations from the Zoning Regulations (Chapter 28 and Chapter 29 of the Municipal Code) as may be required within the boundaries of such development without referring the matter to the Zoning Board of Appeals.

Section 13.2 Land Use Variations

In order to receive a variation, the Petitioner must provide support for each of the following factors:

1. The proposed use will not alter the essential character of the locality and will be compatible with existing uses and zoning of nearby property; and
2. The plight of the owner is due to unique circumstances, which may include the length of time the subject property has been vacant as zoned; and
3. The proposed variation is in harmony with the spirit and intent of this Chapter; and
4. The variance requested is the minimum variance necessary to allow reasonable use of the property.

A variation may be granted if the evidence provided sustains each of the factors listed above. Every variation shall be accompanied by findings of fact specifying the reasons for granting the variation by applying the above factors.

~~**Section 13.1-3 Land Use Variations.** The Plan Commission may recommend, and the Village Board authorize upon appeal, whenever a property owner can show that a strict application of the terms of this ordinance relating to the use of a building or structures or the use of land will impose upon him unusual practical difficulties or particular hardship, such variation of the strict application of the terms of this ordinance as are in harmony with its general purposes and intent, but only when the Board is satisfied that a granting of such variation will not merely serve as a convenience to the applicant, but will alleviate some demonstrable and unusual hardship or difficulty so great as to warrant a variation from the comprehensive plan as established by this ordinance, and at the same time the surrounding property will be properly protected.~~

~~In its consideration of the standards of practical difficulties or particular hardship, the Plan Commission shall require evidence that (1) the property in question cannot yield a reasonable return if permitted to be used only under the condition allowed by the regulation in that zone; and (2) the plight of the owner is due to unique circumstances; and (3) the variation, if granted, will not alter the essential character of the locality. A variation shall be permitted only if the evidence, in the judgment of the Plan Commission, sustains each of the three conditions enumerated.~~

~~(Ord. # 04-059)~~

~~In consideration of all appeals and all proposed variations to the ordinance the Plan Commission shall, before recommending any variation from the ordinance in a special case, first shall make a determination that the proposed variation will not impair an adequate supply of light and air to adjacent property, or unreasonably increase the congestion in public streets, or increase the danger of fire or endanger the public safety or unreasonably diminish or impair established property values within the surrounding area, or in any other respect impair the public health, safety, comfort, morals or general welfare of the inhabitants of the Village of Arlington Heights. The concurrence of a majority of the Plan Commission is necessary to reverse any order, requirement, decision or determination of the Administrative Officer, or to decide in favor of the applicant any manner upon which it is required to pass under this ordinance or to effect any variation in this ordinance. Every variation shall be accompanied by findings of fact specifying the reason or reasons for making the variation if required by law.~~

~~Nothing herein contained shall be construed to give or grant the Plan Commission the power or authority to alter or change the Zoning Ordinance or the District Map, such power and authority being reserved to the President and the Board of Trustees of the Village of Arlington Heights in the manner hereinafter provided in Section 18.~~

~~Decisions by the Plan Commission shall not be final but shall be subject to review and final decision by the President and Board of Trustees.~~

13.23 Plan Commission Hearings. ~~The procedures to be followed when considering petitions~~

for special use permit, amendments and reclassification of property, shall be as follows:

~~13.2-1 Pre Application Conference.~~ Prior to submission of an application for a special use permit, amendment, reclassification of property, plat of subdivision or planned unit development the owner or authorized agent of the owner shall appear before the Village of Arlington Heights Plat and Subdivision Committee and appropriate staff to obtain information and guidance prior to submission of application. The applicant may request relief from certain requirements of Section 13.2-2 at the Plat and Subdivision Committee. Such request will be referred to the Plan Commission Committee of the Whole for decision on such request.

~~13.2-2 Application.~~ An application verified by the owner of the subject property or their authorized agent shall be filed with the Planning Department upon a form prescribed therefore which shall be accompanied by the application fee and ten complete sets of the following:

~~13.2-2.1 a.~~ Plat of Survey.

~~13.2-2.2 b.~~ **Preliminary and Final Plat of Subdivision.** If required (~~refer to~~ pursuant to Chapter 29: Subdivision Control Regulations).

(Ord. #04-013)

~~13.2-2.3 c.~~ Preliminary architectural drawings as set forth below to include (~~these are~~ not required for zoning changes to R-E, R-1, R-2, R-3 zoning classification):

~~a.1)~~ Detailed site plan to include roadways, driveways, parking area and dimensions, all proposed structures, free standing signs, outdoor lighting, trash storage areas, loading areas, and project data to include total land area, building area, floor area ratio and parking computations.

~~b.2)~~ Detailed landscaping plan (required for new construction only) including location, quantity, common names, and size of all landscaping materials.

~~c.3)~~ Floor Plan.

~~d.4)~~ Building Elevations.

~~e.5)~~ Building Sections.

~~f.6)~~ Sign Plans.

~~13.2-2.4 d.~~ Preliminary engineering plans and engineering feasibility study (required for new construction or increase in building coverage only).

~~e.~~ **Traffic Study.** If required, (see Section 6.13 of this ordinance)

~~13.2-2.6 f.~~ **Proof of Ownership.** The applicant shall submit ~~owners Policy of Title insurance and/or Warranty Deed~~ documentation evidencing ownership of property and any lease or rent agreement in effect pertaining to the petition on the subject property. If the title is in a Land-Trust,

a copy of the Trust Agreement, certified by the Trustee with evidence of all current ownership of beneficial interest together with a letter of authorization from the ~~t~~Trust company shall be provided.

13.34 Departmental Review. The Planning Department shall circulate the application and plans to the ~~Village of Arlington Heights municipal~~ appropriate departments for review and recommendations. ~~The departments shall reply in writing stating their review and recommendations to the Planning Department within ten days of receipt of said plans.~~ All reviews and recommendations shall be made available to the applicant prior to the public hearing. The applicant may submit revised plans to the Planning Department for review and all revised plans must be submitted fourteen at least 14 days prior to public hearing. The revised plans shall be resubmitted and reviewed ~~as required in Section 13.2-2 (a)-(e).~~ The Planning Department shall transmit all recommendations to the Plan Commission for their review ~~at least seven days~~ prior to the date of the public hearing. If any of the plans have been changed, ~~The applicant also~~ shall submit ten additional new sets of plans ~~as required in Section 12.2-2 (a)-(e)~~ to the Planning Department at least seven days prior to date of public hearing for transmittal to the Plan Commission ~~for their review at least seven days prior to date of Public hearing.~~ Plans submitted for Plan Commission later than seven days prior to date of public hearing may result in a continuation of the public hearing.

13.45 Public Hearing Notification Requirements. The applicant shall comply with notification requirements as set forth in of Section 18 of this Chapter.

13.56 Determination. The Plan Commission may require additional plans or studies in order to conduct a thorough investigation of a request before them. The findings and recommendations of the Plan Commission shall be transmitted to the Village Board ~~of Trustees~~ within 30 days of adjournment of the public hearing. If the petition also requires a recommendation from the Zoning Board of Appeals, the findings and recommendations of the Plan Commission will be transmitted to the Village Board within 30 days of adjournment of the Zoning Board of Appeals hearing.

(Ord. #03-068, #06-008)

13.6 Plan Commission Fees.

Rezoning to R-E, R-1, R-2 and R-3 District	\$ 900.00
Classification	
(Subdivision fees below)	
Rezoning to all other district classifications	
0—1.99 acres	\$ 900.00
2—4.99 acres	\$ 1,100.00
5—9.99 acres	\$ 1,300.00
10—14.99 acres	\$ 1,500.00
15+ acres	\$ 1,700.00
Planned Unit Development	
0—4.99 acres	\$ 1,200.00
5—9.99 acres	\$ 1,400.00
10—14.99 acres	\$ 1,600.00
15+ acres	\$ 1,800.00
Planed Unit Development Amendments	

0—4.99 acres	\$ 1,200.00
5—9.99 acres	\$ 1,400.00
10—14.99 acres	\$ 1,600.00
15 + acres	\$ 1,800.00
Special Use Permits (and Amendments)	
Under 3,000 square feet (gross)	\$ 500.00
3,000 + square feet (gross)	\$ 850.00
All drive-thoughts	\$ 1,000.00
Subdivisions, except consolidations	\$ 900.00 + \$ 55.00 for each new lot created
Land Use Variation	
0—1.99 acres	\$ 900.00
2—4.99 acres	\$ 1,100.00
5—9.99 acres	\$ 1,300.00
10—14.99 acres	\$ 1,500.00
15+ acres	\$ 1,700.00
Consolidations	\$ 300.00

Section 28-14 - Design Commission

14.1 Design Commission. The powers, duties and responsibilities of the Design Commission are set forth in Chapter 6 of the Municipal Code.

(Ord. #13-035)

14.2 Design ~~Commission Meetings~~Review. The procedures to be followed when ~~considering developments determining when and how design review will occur~~ shall be as follows:

(Ord. #05-037, #13-035)

14.2-1 a. For developments where a public hearing is necessary before the Plan Commission or Zoning Board of Appeals, the design review process should, if feasible, be completed by the time of the public hearing. Development proposals requiring rezoning, PUD or other Plan Commission approvals, shall be reviewed by the Design Commission for building and signage only.

(Ord. #13-035)

14.2-2 b. For developments where no public hearing is necessary, the applicant for building permit shall be informed ~~of if there is a need for~~ design review ~~and if so, whether that review will be by either the Design Commission or Staff. and the necessity for a public meeting or administrative design review.~~ Developments that do not require a public hearing by the Plan Commission shall be reviewed by the Design Commission or by administrative design review for all elements under the Commission's responsibility.

(Ord. #03-067, #05-037, #13-035)

c. For demolition in residential zoning districts and all properties in the B-5 zoning district, design review is required ~~and will evaluate the following,~~ prior to a demolition permit being issued. The review will evaluate the following:

a1. The A development plan; and

2.b. The An estimated time frame for demolition and subsequent redevelopment plan and timeline, ~~including verifying that:~~

- 1.** ~~Criteria for redevelopment plan and timeline for proceeding with demolition and redevelopment;~~
- a) Proposed redevelopment is in character with the neighborhood and meets the criteria in the design guidelines and
- b) Proposed redevelopment will not adversely affect the neighborhood, ~~c) Submittal of materials needs to comply with Section 14.2-4.~~

(Ord. #03-067, #05-037)

14.3 Application. An application verified by the owner of the subject property or their authorized agent shall be filed In all cases, either at the time of filing a petition for the Plan Commission or Zoning Board of Appeals or at the time of applying for a building permit, the developer shall provide the Department of Planning & Community Development upon a required form and with eight copies of the following:

a. If required, all necessary documentation to determine if a redevelopment is appropriate per

Section 14.2-3.

a. Plat of Survey.

b. Floor Plans

- ~~b. c~~ existing and proposed elevations of all building facades and roof plans (renderings optional);
- ~~c. d.~~ ~~detailed Proposed~~ site plan ~~including parking lot layout, building locations, driveways, site data, etc.; and photos of adjacent properties~~
- ~~d. e~~ landscaping plans - including existing plant material, size and quantity of proposed material;
- ~~e.~~ ~~any storm water control facilities and a site grading plan;~~
- ~~f. f~~ specifications and rendering of signs, if sign review is required;
- ~~g. g~~ a ~~statement or~~ sample of all color, kind and texture of materials to be used;
- ~~h. h~~ location map with roads, parking, existing buildings and other significant features within approximately 250 feet from proposed building site; ~~and~~

(Ord. #06-008, #06-078)

~~i. a one time fee for review as follows:~~

Single Family District (Design Commission Review)	\$200.00
Single Family District (Administrative Approval Design Review)	\$200.00
Multiple Family District	\$350.00
Commercial District	\$500.00
Institutional District	\$300.00
Sign Variation	\$300.00
Downtown Sign Administrative Approval	\$ 50.00

(Ord. 13-051)

14.2-45 Departmental Review. 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-store additions in the rear of homes, small commercial building changes and similar small projects. 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.

(Ord. #05-037)

14.2-5.1.5 Design Commission Meeting. The Design Commission will schedule a public meeting as soon as practicable after complete submittal and review by the Department of Planning & Community Development of the plans, at which time the developer will make a presentation on the project. A decision of approval, modification or denial will be made immediately upon consideration of the Design Guidelines following the applicant's presentation.

(Ord. #05-037)

14.2-5.2-6 Notice by Sign. For projects in residential districts requiring Design Commission review, a sign providing notice of the public meeting of the Design Commission shall be required to be posted by the applicant in accordance with the requirements set forth in Section 18 of this Chapter. ~~for a period not less than 15 days prior to the date before the public meeting, the applicant shall post a readable sign(s) on the property which is the subject of the public meeting, easily visible from the adjacent roadway. Sign(s) must be removed no later than seven days after completion of the public meeting. Petitioner shall provide proof of the posting of the sign, by photograph and a sworn statement verifying the posting of the sign.~~

SAMPLE SIGN

APPROXIMATE SIZE: 30" HIGH BY 48" WIDE

**_____
NOTICE OF PUBLIC MEETING***

MEETING FOR: ~~[Fill in current action requested]~~ +

MEETING LOCATION: ~~ARLINGTON HEIGHTS MUNICIPAL BUILDING+~~
~~33 S. ARLINGTON HEIGHTS ROAD+~~

DATE: ~~[Fill in meeting date]~~ **TIME:** ~~[Fill in meeting time]~~*

PUBLIC ATTENDANCE AND COMMENTS INVITED

FOR DETAILS CALL:

~~[Fill in petitioner's name]~~ **or Village of Arlington Heights**
~~and phone number]~~ **Department of**
Planning & Community Development at
847-368-5200

~~Sign must be posted no less than 15 days prior to meeting date.~~

~~Sign must be removed by seven days after the first meeting.~~

*** MUST BE AT LEAST 1½" HIGH**

+ MUST BE AT LEAST 1" HIGH

~~The sign(s) herein required shall contain the current action requested, date, time and place where the meeting shall be held, a statement that further information can be obtained from the petitioner and the Planning Department of the Village of Arlington Heights, and the phone number of the Village of Arlington Heights and the petitioner. The words, "NOTICE OF PUBLIC MEETING" must appear at the top of the sign(s) in letters no smaller than 1.5". The date and time of the meeting shall also be 1.5". The sign(s) shall meet all other requirements set forth by the Village of Arlington Heights. All costs associated with the public meeting sign(s) are to be borne by the petitioners.~~

(Ord. #03-067, #05-037)

14.37 Issuance of a Certificate of Approval. The Design Commission will issue a Certificate of Approval if:

- a. The applicant's plans achieve the purpose and intent of the Design Guidelines; and,
- b. The proposed design is compatible with the character of neighboring buildings contributing to a favorable environment in the Village.
- c. The existing property or structure is determined not to have significant architectural, historical, aesthetic, or cultural value.

If the Commission denies the issuance of a Certificate of Approval, no building permit or demolition permit will be issued on the application except by direction of the Village Board.

(Ord. #03-067)

14.48 Enforcement of a Development Schedule. The Certificate of Approval shall be effective for no more than 12 months from the date it was issued. Unless a building permit has been issued and construction commenced within this time period, the ~~Certificate of appropriateness~~ Certificate of Approval shall be void. An extension of up to 12 months can be obtained by submitting a detailed request to the Planning and Community Development Department.

(Ord. #05-037)

14.95. Amendments. Amendments to a Certificate of Approval ~~will~~ must be obtained through the same process as set forth above.

(Ord. # 04-078)

14.106 Appeal. For all petitioners appearing before the Design Commission who do not need to also appear before the Plan Commission or Zoning Board of Appeals, the petitioner has the right to appeal directly to the Village ~~President and Board of Trustees~~. ~~The written~~ The appeal must be made in writing and submitted, to the Village Manager, within 30 days of receipt of the notice of denial by the Design Commission. The Village Board, at a regular meeting, will ~~then~~ either:

- a. agree with the Design Commission's decision; or
- b. overrule or modify the decision of the Design Commission and direct the issuance of a permit.

For all petitioners appearing before the Design Commission who need to also appear before the Plan Commission or Zoning Board of Appeals, the petitioner has the right to file an appeal to the Village ~~President and Board of Trustees~~. The ~~written~~ appeal must be made in writing and shall be forwarded to the Village Board along with the other documents submitted for their review at the same time as the recommendation from the Plan Commission or Zoning Board of Appeals is submitted to the Village Board, ~~along with the other documents submitted for their review~~. The appeal will then be considered by the Village Board at a regular meeting concurrently with the Village Board's review of the recommendation from the Plan Commission or Zoning Board of Appeals. The Village Board will ~~then~~ either:

- a. agree with the Design Commission's decision; or

- b. overrule or modify the decision of the Design Commission and direct the issuance of a permit.

In all other cases, the Design Commission's decision will be sent to the Plan Commission or Zoning Board of Appeals, so that they are aware of the Design Commission's decision, along with other documents for review and then forwarded to the Board.



Item: Ordinance - Groundwater Control - 3 N Wilke Rd

Department: Legal

The Village has received a request for a Groundwater Control Ordinance for an area around 3 N Wilke Rd, on behalf of the owner of the Amoco station previously located there. There is currently a Marathon station there.

When property is contaminated, the Illinois Environmental Protection Agency permits a contaminated incident to be closed without being fully cleaned. This process is called Tiered Approach to Corrective Action Objectives (TACO). Through TACO, an entity can obtain closure on a site that may still have residual amounts of contaminants by agreeing to certain institutional controls in the future. One such control can be adoption of a groundwater control ordinance, either prohibiting wells throughout a town or one covering only a specific area. The Village does not have an ordinance completely prohibiting wells throughout the Village. Instead, upon request, the Village Board has adopted site-specific groundwater control ordinances.

In each situation where a site-specific groundwater control ordinance has been requested, the Village requires the following two conditions to be met prior to an ordinance being adopted:

- 1 . Provide an exhibit which details the limits of the proposed groundwater use restriction, and
- 2 . To the extent possible, identify current users of groundwater in the affected area. Once identified, send a letter by certified mail to each property owner explaining what is being asked of the Village. Include contact information so people can contact an appropriate representative with questions.

The requested site-specific groundwater control ordinance for the site at issue would encompass the area as set forth in the exhibit attached to the ordinance. The exhibit meets the first requirement set forth above. Although there are no wells in the identified area, Staff asked that letters be sent to the affected properties, since the ordinance will be recorded against their properties. Letters were sent by certified mail.

The proposed ordinance will only prohibit any of these property owners from

putting in wells in the future for potable purposes. If a property owner wanted to put in a well in the future, per Village Code a well could only be used for non-potable purposes, which would still be permissible after adoption of a site-specific groundwater control ordinance.

Recommendation

It is recommended that the Village Board adopt the attached Ordinance Prohibiting the Use of Groundwater as a Potable Water Supply by the Installation or Use of Potable Water Supply Wells or by any Other Method for the property at and around 3 N Wilke Rd.

Bid Section

Item:

Bid Opening Date:

Account Numbers:

Total Budget for Specific Item:

Bid Amount:

ATTACHMENTS:

Description	Type
Groundwater Control - N Wilke and W Campbell	Ordinance

**AN ORDINANCE PROHIBITING THE USE OF GROUNDWATER AS A
POTABLE WATER SUPPLY BY THE INSTALLATION OR USE OF
POTABLE WATER SUPPLY WELLS OR BY ANY OTHER METHOD**

WHEREAS, certain properties in the Village of Arlington Heights, Illinois have been used over a period of time for commercial/industrial purposes; and

WHEREAS, because of said use, concentrations of certain chemical constituents in the groundwater beneath the Village may exceed Class I groundwater quality standards for potable resource groundwater as set forth in 35 Illinois Administrative Code 620 or Tier 1 remediation objectives as set forth in 35 Illinois Administrative Code 742; and

WHEREAS, the Village of Arlington Heights desires to limit potential threats to human health from groundwater contamination while facilitating the redevelopment and productive use of properties that are the source of said chemical constituents at and adjacent to the properties located at the 3 and 23 N Wilke Rd, Arlington Heights, Illinois; 1702, 1706, and 1601 W Campbell St, Arlington Heights, Illinois; 1615 and 1618 W Johanna Ter, Arlington Heights, Illinois; N Wilke Road right-of-way, Arlington Heights, Illinois; W Campbell Street right-of-way, Arlington Heights, Illinois.

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

SECTION ONE. The use or attempt to use as a potable water supply groundwater from within the area depicted on Exhibit A and legally described in Exhibit B, attached hereto and made a part hereof, within the Village of Arlington Heights, as a potable water supply, by the installation or drilling of wells or by any other method is hereby prohibited. This prohibition expressly includes the Village of Arlington Heights.

SECTION TWO. Any person violating the provisions of this Ordinance shall be subject to a fine of up to \$750.00 for each violation.

SECTION THREE. The following definitions apply to this Ordinance:

“Person” is any individual, partnership, co-partnership, firm, company, limited liability company, corporation, association, joint stock company, trust, estate, political subdivision, or any other legal entity, or their legal representatives, agents or assigns.

“Potable water” is any water used for human domestic consumption, including, but not limited to, water used for drinking, bathing, swimming, washing dishes, or preparing foods.

SECTION FOUR. The Petitioner shall record this Ordinance against all properties affected by this Ordinance.

SECTION FIVE: All ordinances or parts of ordinances in conflict with this Ordinance are hereby repealed insofar as they are in conflict with this Ordinance.

SECTION SIX. If any provision of this Ordinance or its application to any person or under any circumstances is adjudged invalid, such adjudication shall not affect the validity of the ordinance as a whole or of any portion not adjudged invalid.

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

AYES:

NAYS:

PASSED AND APPROVED this 16th day of April, 2018.

Village President

ATTEST:

Village Clerk

CITY: CITY DIV/GROUP:ENVCAD DB:ENVCAD C:\Users\baroblaOneDrive - ARCADIS\BIM 360 Docs\BP AMOCO CORPORATION\BPF Foxglove 4 - IL-18898\2018\GP16BPNA\15001-DWG\GP16BPNA\15001-DWG.dwg LAYOUT: APN SAVED: 3/13/2018 1:06 PM PAGES: 1 PLOT: 3/13/2018 1:07 PM BY: ROBITAILLE, BEVERLY

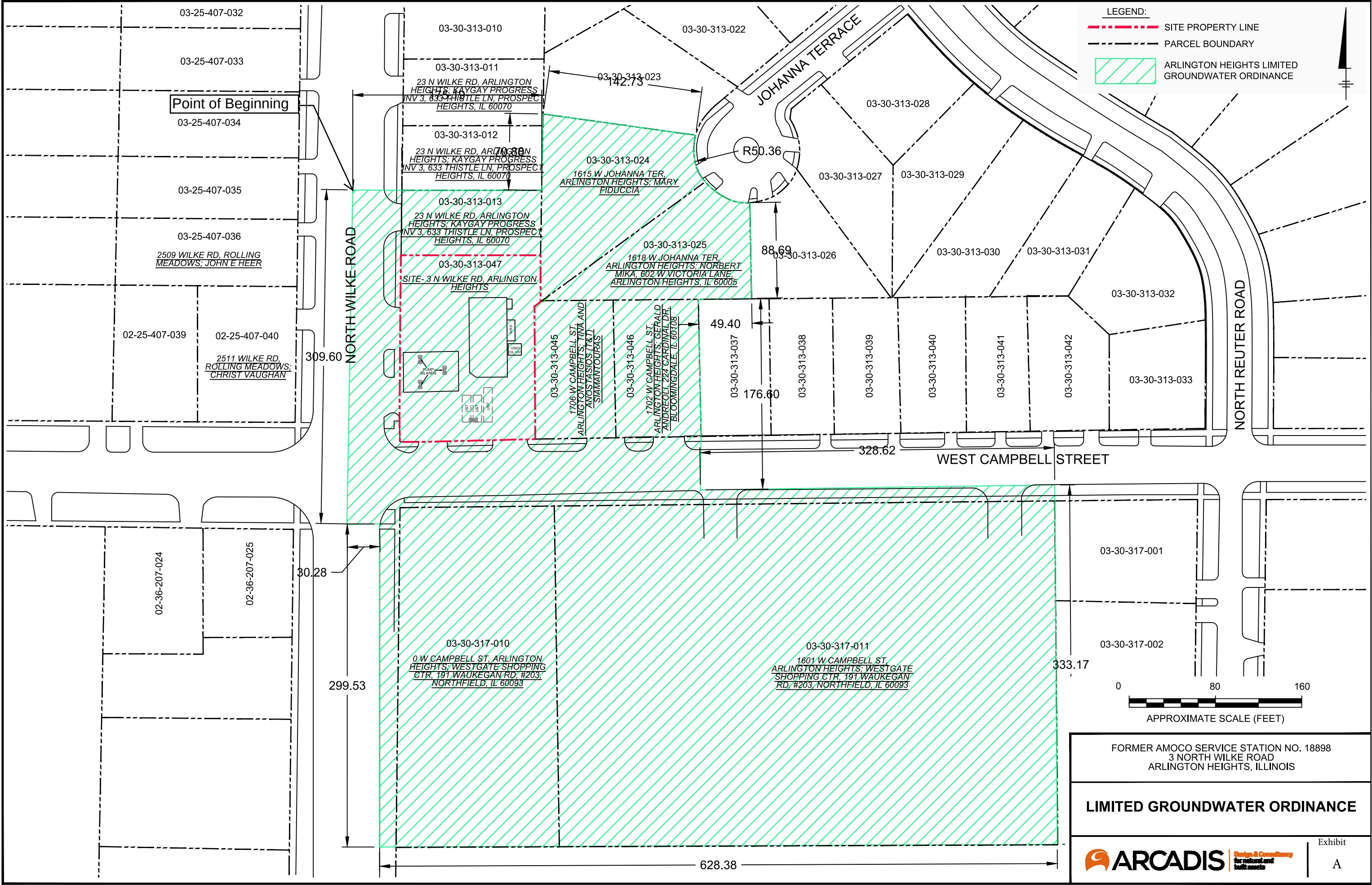


Exhibit B

Legal Description

Starting at the north west point, Point of Beginning, located at latitude 42.083204 longitude -88.004605 then east 175.191 feet to latitude 42.083194 longitude -88.004784 then north 70.88 feet to latitude 42.083401 longitude -88.004123 then southeast 142.73 feet to latitude 42.083352 longitude -88.003615 then along the right-of-way of W Johanna Terrace to latitude 42.083220 longitude -88.003571 then along the right-of-way of W Johanna Terrace to latitude 42.083180 longitude -88.003394 then south 88.69 feet to latitude 42.082929 longitude -88.003390 then west 49.40 feet to latitude 42.082925 longitude -88.003573 then south 176.60 feet to latitude 42.082400 longitude -88.003572 then east 328.62 feet to latitude 42.082420 longitude -88.002371 then south 333.17 feet to latitude 42.081540 longitude -88.002379 then west 628.38 feet to latitude 42.081511 longitude -88.004689 then north 299.53 feet to latitude 42.082317 longitude -88.004681 then west 30.28 feet to latitude 42.082320 longitude -88.04796 then north 309.60 feet to latitude 42.083194 longitude -88.004784 to the Point of Beginning. Longitude and latitude are presented in decimal degrees following the Cook County GIS March 13, 2018.

Site Address	Cook County PIN(s)
3 N Wilke Rd	03-30-313-047
1706 W Campbell St	03-30-313-045
1702 W Campbell St	03-30-313-046
1618 W Johanna Ter	03-30-313-025
1615 W Johanna Ter	03-30-313-024
23 N Wilke Rd	03-30-313-013, 03-30-313-011
1601 W Campbell St	03-30-317-011
North Wilke Rd	Not applicable
W Campbell St	Not applicable



Item: Request for Fee Waiver - AH Park District Liquor Licenses

Department: Village Manager's Office

Request for Fee Waiver for Liquor Licenses - Arlington Heights Park District

The Arlington Heights Park District has requested a fee waiver for their 2018-2019 liquor licenses held at Arlington Lakes Golf Club, Heritage Tennis Club, and Nickol Knoll Golf Club.

Bid Section

Item:

Bid Opening Date:

Account Numbers:

Total Budget for Specific Item:

Bid Amount:

ATTACHMENTS:

Description	Type
Arlington Lakes Golf Club	Correspondence
Heritage Tennis Club	Correspondence
Nickol Knoll Golf Club	Correspondence



April 6, 2018

Mr. Randall Recklaus
Village Manager
Village of Arlington Heights
33 S. Arlington Heights Road
Arlington Heights, IL 60005

Dear Mr. Recklaus:

Re: 2018/19 Liquor License Renewal
Arlington Lakes Golf Club

Enclosed is our 2018/19 Liquor License Renewal application for the Arlington Lakes Golf Club.

The Village Board decided, in 1979, that the liquor license fee for Arlington Lakes Golf Club be waived. Our requests for waiver of the subsequent annual fees have similarly been granted. We respectfully request that the Village Board continue to waive the fee for this Park District facility.

Thank you for this consideration.

Sincerely,

Richard A. Hanetho
Executive Director

Enclosure



April 6, 2018

Mr. Randall Recklaus
Village Manager
Village of Arlington Heights
33 S. Arlington Heights Road
Arlington Heights, IL 60005

Dear Mr. Recklaus:

Re: 2018/19 Liquor License Renewal
Heritage Tennis Club

Enclosed is our 2018/19 Liquor License Renewal application for the Heritage Tennis Club.

It was decided at the Village Board meeting on October 19, 1987, to approve the initial liquor license application and that the liquor license fee for Heritage Tennis Club be waived. Our requests for waiver of the subsequent annual fees have similarly been granted. We respectfully request that the Village Board continue to waive the fee for this Park District facility.

Thank you for this consideration.

Sincerely,

Richard A. Hanetho
Executive Director

Enclosure



April 6, 2018

Mr. Randall Recklaus
Village Manager
Village of Arlington Heights
33 S. Arlington Heights Road
Arlington Heights, IL 60005

Dear Mr. Recklaus:

Re: 2018/19 Liquor License Renewal
Nickol Knoll Golf Club

Enclosed is our 2018/19 Liquor License Renewal application for the Nickol Knoll Golf Club.

It was decided at the Village Board meeting on July 17, 1995, to approve the initial liquor license application and that the liquor license fee for Nickol Knoll Golf Club be waived. We respectfully request that the Village Board continue to waive the fee for this Park District facility.

Thank you for this consideration.

Sincerely,

Richard A. Hanetho
Executive Director

Enclosure



Item: South Arlington Heights Road Corridor Plan - PC#18-004

Department: Planning & Community Development

BACKGROUND

In 2015, the Comprehensive Plan was adopted by the Village Board, which included a section on Corridors. There were several corridors designated for further study and recommendations to improve each. The Village is in the process of implementing improvements to the Rand Road Corridor and the Northwest Highway Corridor. The South Arlington Heights Road corridor is being reviewed as a priority corridor given the high importance of facilitating improvements as a gateway to the Village.

The South Arlington Heights Road Corridor Plan is intended to outline various improvements for the area, and provide a vision for future redevelopment of sites. Several recommendations are made with action items to implement each recommendation.

Recommendation

A public hearing was held by the Plan Commission on March 14, 2018 where Commissioner Jensen moved and Commissioner Sigalos seconded:

A motion to recommend to the Village Board of Trustees, approval of PC#18-004, the South Arlington Heights Road Corridor Plan.

Roll Call Vote: Commissioners Cherwin, Green, Jensen, Lorenzini, Sigalos and Chair Ennes voted in favor. Motion carried.

Bid Section

Item:

Bid Opening Date:

Account Numbers:

Total Budget for Specific Item:

Bid Amount:

ATTACHMENTS:

Description

Staff Memo
Legal Notice
PC Minutes 3-14-18
Comprehensive Plan Subcommittee
Minutes - 12-13-17
South Arlington Heights Road Corridor
Plan - March 2018
Survey Results
Survey Response Analysis of General
Comments
Letter of Support

Type

Memorandum
Exhibits
Minutes
Minutes
Exhibits
Exhibits
Exhibits
Correspondence

Memorandum

To: Members of the Plan Commission

From: Bill Enright, Deputy Director Planning and Community Development

Date: March 9, 2018

RE: Plan Commission Public Hearing – March 14, 2018

South Arlington Heights Road Corridor Plan

In 2015, the Comprehensive Plan was adopted by the Village Board, which included a section on Corridors. There were several corridors designated for further study and recommendations to improve each. The Village is in the process of implementing improvements to the Rand Road Corridor and the Northwest Highway Corridor. The South Arlington Heights Road corridor is being reviewed as a priority corridor given the high importance of facilitating improvements as a gateway to the Village.

The draft corridor plan outlines several recommendations to begin implementing in 2018. Some of the highlights include the following:

1. Amending the Comprehensive Plan for the east side of Arlington Heights Road from I-90 to Seegers Road to Mixed Use.
2. Establishing an Overlay Zoning District to meet the desired vision for the area as a mixed use corridor.
3. Commencing the process of establishing funding mechanisms to facilitate redevelopment of private property and implement public improvements.

Comprehensive Plan Subcommittee

The Subcommittee met on December 13, 2017 to discuss the proposed corridor plan. As reflected in the minutes attached, the Subcommittee was supportive of the Plan and recommended approval to the Plan Commission.

Public Outreach

In September 2017, the Village Planning Department invited businesses and property owners in the corridor to attend a presentation at the Double Tree hotel. Concepts for improvements were presented, and as a follow up, the Village conducted an on line survey to gauge what is important to the community. To date, the Village has received 605 responses to the survey. The results were very informative and have been included in this packet. Results of the survey indicate that:

1. Better pedestrian mobility is needed;
2. Redevelopment of land along the east side of Arlington Heights Road is of high importance;
3. More restaurants and entertainment uses are desired.

Over the past several weeks, staff has met or spoken with individually with several stakeholders such as hotel management/ownership and property owners of large parcels which could redevelop. Staff also reached out to School Districts 59 and 214 to discuss the plan and possible funding. In addition, as part of the survey staff allowed for persons to provide their email address for future notices and updates regarding the Plan. Staff has notified 220 email addresses of the date of the Plan Commission hearing, and had also previously sent an email blast to inform those who provided emails that the draft plan was on the Village web site for review.

The corridor plan is intended to outline various improvements for the area, and provide a vision for future redevelopment of sites. Several recommendations are made with action items to implement each recommendation. The next step thereafter is a Plan Commission public hearing. In addition to notice in the newspaper,

NOTICE OF
PUBLIC HEARING
NOTICE IS HEREBY
GIVEN THAT THE PLAN
COMMISSION OF THE
VILLAGE OF ARLINGTON
HEIGHTS WILL CONDUCT
A PUBLIC HEARING ON
WEDNESDAY, MARCH 14,
2018, AT 7:30 P.M. In the Mu-
nicipal Building, 33 South
Arlington Heights Road, Ar-
lington Heights, Illinois to
consider Petition No. 18-004,
An Amendment to the Com-
prehensive Plan adopting
the South Arlington Heights
Road Corridor Plan.
All persons desiring to be
heard shall be given the op-
portunity to be heard.
Should any individual need
auxiliary aid or service,
such as a sign language
interpreter or materials in
alternative formats, please
contact the Health Depart-
ment at 33 South Arlington
Heights Road, Arlington
Heights, Illinois 60005, (847)
368-5760, TDD# (847) 368-
5794.

Terry Ennes, Chairman
ARLINGTON HEIGHTS
PLAN COMMISSION
Published in Daily Herald
February 27, 2018 (4494269)

CERTIFICATE OF PUBLICATION

Paddock Publications, Inc.

Daily Herald

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

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

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

I further certify that the DAILY HERALD is a newspaper as defined in "an Act to revise the law in relation to notices" as amended in 1992 Illinois Compiled Statutes, Chapter 715, Act 5, Section 1 and 5. That a notice of which the annexed printed slip is a true copy, was published February 27, 2018 in said DAILY HERALD.

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

PADDOCK PUBLICATIONS, INC.
DAILY HERALD NEWSPAPERS

BY

Paula Baltz
Authorized Agent

Control # 4494269

RECEIVED

MAR 06 2018

PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

APPROVED

PLAN

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

COMMISSION

RE: SOUTH ARLINGTON HEIGHTS ROAD CORRIDOR PLAN - PC#18-004

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 14th day of March, 2018 at the hour of 9:15 p.m.

MEMBERS PRESENT:

TERRY ENNES, Chairman
LYNN JENSEN
JOE LORENZINI
BRUCE GREEN
JOHN SIGALOS
JAY CHERWIN

ALSO PRESENT:

SAM HUBBARD, Community Development Planner
BILL ENRIGHT, Community Development Deputy Director

LeGRAND REPORTING & VIDEO SERVICES
Chicago & Roselle, Illinois - Miami & Orlando, Florida
(630) 894-9389 - (800) 219-1212

APPROVED

CHAIRMAN ENNES: Okay, we have one more item on our agenda. I believe, Mr. Enright, you're going to be presenting this?

MR. ENRIGHT: Yes.

CHAIRMAN ENNES: He's kicking you out of the seat, huh, Sam? Good evening, Bill.

MR. ENRIGHT: Good evening, Chairman Ennes and members of the Plan Commission, and the public. We have several members of the business community in the public here, so I want to kind of go through the presentation quickly so we can get any potential comments.

The South Arlington Heights Road Corridor was identified as a priority corridor by the Village Board when the 2015 Master Plan for the Village was updated. We have been working with the business community having, you know, we had a kickoff meeting in September of last year at the DoubleTree, and we did a community survey which we received over 600 responses to. We followed up with stakeholder meetings with individual property owners and some of the hotels, we reached out to all the hotels, with respect to the corridor study.

The corridor is basically the south end of Arlington Heights Road from I-90 to just north of Golf Road including off of each direction east and west on Algonquin and Golf Road as well. There are certainly great attributes to this corridor, great access of course to I-90, high traffic volumes, seven hotels which are kind of the economic engine of the area with 900 rooms plus. So, there's a large economic impact on employment in this corridor, actually with a lot of office uses like the OSHA facility which brings in a lot of people for training who then stay at the hotels and hopefully shop in the area. But also critically, there's a lot of development opportunities in this corridor, especially on the east side of the road.

The current Comprehensive Plan was, as I said, updated in 2015 and identified this as a priority corridor. At that time, we also did a survey of the community and 90 percent agreed that the appearance of corridors throughout the Village including this one could be enhanced in terms of development on the private side but also in the public portion of the streets. As I mentioned, we did a community outreach with the September presentation where we invited the businesses and the property owners in the corridor. We did the community survey, stakeholder meetings, and we sent out e-mail blast updates.

On the survey, we received 607 responses included in the results in the Novus packet which is online for the public and the Plan Commission. We asked the public whether or not they felt improvements were needed to this specific corridor. 85 percent of the respondents said yes, six percent said no, and eight percent not sure. Then we asked them to rate some of the various improvements just to get a feel for what the people think is important. We have our ideas but we want to know what to prioritize.

Landscape medians averaged 6.4 out of 10. Focal points 6.9, we'll get into a little bit about this as we move forward what these are, focal points 6.9 out of 10. Burying the ComEd utilities or possibly relocating them which traverse the west side of the road through the corridor, 6.8 out of 10, although that's a very expensive and probably realistically unfeasible. Development of parcels ranked very high, 7.9, because we have a lot of vacant parcels or underdeveloped parcels that we'll get into here in a second. Then pedestrian

APPROVED

improvements was very critical, that also ranked a 7.9.

So, the nice thing about surveys like this is, obviously a lot of these things are going to cost money, at least the public part of it, but also the private investment that would be needed. But it really helps us kind of focus on some of the critical aspects of this. People may want to move about, pedestrians with all the hotels in that area and the restaurants, or well, the offices, there's a few restaurants, that was identified as a need as well as having more restaurants in the area, and there were a lot of other survey questions, I just kind of highlighted a few of them here. But this helps us prioritize certain aspects of the plan to meet the needs of the community that responded.

Some of the overall goals of the Comprehensive Plan, and I won't go through each one of them, but basically to improve upon the image of corridors, create better ingress and egress safety, coordinating parking lots so you reduce curb cuts on the roadways, and compatibility between uses as well, and pedestrian movements.

This specific corridor plan, some of the objectives outlined are development standards set up for land parcels along the east side of Arlington Heights Road, enhanced pedestrian access and walkability of the corridor. One thing that we would do with any new development is get the sidewalks off of the curb. Those sidewalks are carriage walks so they're right up against Arlington Heights Road where people are traveling in very high speed. Even though it's 40 miles an hour, people will exceed that, and it's not very comfortable to walk along there. So, we want to move the sidewalks at least eight to 10 feet off the curb and have landscape in medians in between as redevelopment occurs. That can be accomplished with redevelopment on the east side. It's a little tougher on the west side because we have so much built there. When I-90 was widened as part of the full interchange of I-90 about 22 years ago, the road moved very close to a lot of those buildings and parking areas, so there's really not a whole lot of room to do much right now on the west side with your sidewalks.

Enhance landscaping and gateway features, we're going to look at possible landscaping within the medians, certainly with redevelopment of parcels, having ample setbacks and ample landscaping buffers along the peripheral of the sites along Arlington Heights Road and the other side roads. This will help kind of reintroduce landscaping that used to exist in this corridor. Remember before Arlington Heights Road was widened that there were quite a few mature trees up and down both sides of the road, and that dramatically changed with the necessity to widen the road when the full access interchange was developed.

We want to work with the business community on the marketing plan for the area to give it an identity and a name. We have the uptown area which is Rand Road, we have downtown here of course. We tested through the survey the concept of possibly calling the area the gateway or gateway district or gateway to Arlington Heights. I would say it kind of had a lukewarm response. Some people thought it was a good idea, some people thought it was so-so. But we want to work with the hotels and the businesses down there and the property owners on trying to come up with a good identity from a marketing strategy standpoint so that people know this is a certain shopping district and mixed use district.

A critical component is these various funding mechanisms to implement the plan which we're going to do in a second, and also promoting sustainable development and the efficient use of land. One of the recommendations with the Comprehensive Plan is to, we have kind of a hodgepodge of uses here with offices and commercial and the school district is currently at that facility but they'll move at the end of the

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year, is to create a mixed use district along the east side of Arlington Heights Road through to Tonne Road from Seegers all the way down through to I-90. This will allow more land uses to consider, residential being part of it, also mixed use development. We want to see commercial fronting the major streets with possible residential behind or above. We would like to see more restaurants in the area as we think that's a need that was certainly identified through the survey and we've heard a lot about that from the hotel operators as a need. So, we want a little bit more flexibility with this corridor instead of the rigid zoning, the rigid Comprehensive Plan that says you can only do an office building over there, or you can only do commercial right there, you can't do residential here. We want it to be more fluid and responsive to the market.

One of the ways of doing that is on the left of the map we have a series of different zoning districts right now. We have Office-Transitional here at Seegers and Arlington Heights Road. That's a one-story office building, there's also another office building at the south end just north of the Holiday Inn. That's all that would be allowed there with the current zoning is office, and O-T only allows two floors. We would like to liberalize the zoning in the area by creating an overlay zoning district on the right which would mirror the Comprehensive Plan change. We would establish in this area kind of outlined in the light red, come up with specific zoning standards for this area for how it should look and setbacks and heights and things of that nature. That would be one of the first things we would do in implementing this plan is creating zoning that would better implement the idea of mixed use development in this area and more responsive to market demand again.

Components of the plan of course is establishing an identity for the area, landscaping and aesthetic improvements are important, improving the economic development and land use and new design guidelines for the area, enhancing pedestrian traffic movements, and then of course the funding mechanisms. Right now, we're in part of the approval process, we're at the Plan Commission hearing, this will then go before the Village Board. Of course, implementation is kind of two phases, there's a short-term phase, things that we can do pretty quickly, in less than a year to three years, and then longer term with redevelopment of parcels that can take, you know, depends on the market and the willingness of developers.

I will say though that of the parcels that we're looking to develop, of course at the north you have TIF 4 which we've been working on for years. I'm somewhat optimistic about that because we hired a consultant to do a market study, so we are working with International Plaza ownership to kind of reinvent this area and make it more mixed use. So, we're cautiously optimistic on that happening. Then you have the office complex that I mentioned before. Down here you have the School District 59's administrative offices, they're moving to Elk Grove. They bought the Wellington a couple of years ago, a few years ago, tore that building down, so they own those sites. But they have sold it to a developer who wants to do mixed uses with commercial and residential. We've already had preliminary discussions with that developer. Then just to the south of that, the former Yanni's site which would be a great site for a restaurant, there is an owner that wanted to do a food court with Asian cuisine. We haven't heard back from that developer in several months although they did present some concept plans, so we want to continue to try and foster that and see how we can assist that because we think that would be a good use there.

Then you see at the southeast corner of Algonquin and Arlington Heights Road several parcels here. Some of it is owned by, a big portion of it is owned by a

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developer who we met with on a couple of occasions that is looking to do mixed use here with residential and commercial, and looking at all sorts of different uses. But it also includes potentially all the way down to the Daily Herald building as well, although this particular developer wouldn't necessarily be looking over at that direction, but we think there are opportunities for either retrofitting, you know, the Daily Herald site because, you know, they've been downsizing. We would also talk with one of the owners of the single-story office building at Tonne and Algonquin Road at the southeasterly portion of that.

So, you know, there's a real good opportunity here to have pretty extensive redevelopment of all these areas in shaded of various types of land uses. It would dramatically change the corridor for the better I believe. We don't want to overdo it either. You don't want, you know, 2,000 dwelling units here either. But I think part of it is going to be spurred by some residential, you know, potentially some degree of height particularly down at the south end and certainly in some of the parcels in the middle as well, but also that helps promote getting more commercial along the frontages and brings some people to patronize any future restaurants that might want to come in because there's great access with the hotels and visibility. So, you know, we want to be responsive and come up with a good overall vision for a variety of uses here and really stimulate the development in the area.

You know, some of the redevelopment opportunities I won't go through. I just pointed those out. These are just aerials of the potential. You know, these buildings are just examples that are six to eight stories roughly. I'm not saying that would be everywhere on the east side of Arlington Heights, but we'd consider some sort of density in the area as long as ingress and egress works and the traffic and parking works out which all of that gets evaluated, you know, on a case by case basis.

We want to make aesthetic improvements to the area. We have a potential gateway sign. We have one already, this is at the tollway exit. This is looking north at Arlington Heights Road and I-90. We have a little bit of a sign here that's, you know, okay, it's not the best. We'd like to enhance that and make a real nice gateway feature here welcoming people to Arlington Heights. We would work with the Tollway Authority, we'd need an easement from them to do this.

We also want to reach out to the Tollway Authority about their cloverleaf ramps. When they redid I-90, they dumped a lot of soil there, there's detention there. They're not, you know, much of an amenity in terms of green space. But interestingly, late last year or early this year, I read an article in the Daily Herald that the Tollway Authority has budgeted I think \$50 or \$60 million on improving their cloverleafs throughout the area, and we want to reach out to them and see if this is a priority for them hopefully or get it at the top of the list so that those cloverleafs can be nice entryways as you get off the highway and could be very nicely landscaped. But we also want to do things up and down the corridor as well.

Landscape medians, we want to look at, you know, medians in strategic locations along Arlington Heights Road. Obviously, we've got to maintain access for the businesses and visibility. These types of improvements are subject to the Illinois Department of Transportation. We do want to, with redevelopment along the east side of the corridor, require developers to coordinate their parking areas so there are cross access easements, so that you can limit the number of curb cuts. When you limit the number of curb cuts, then you can gear traffic to go in and out at certain locations. Right now, there's a dual left-turn lane up and down Arlington Heights Road and it's kind of a free-for-all for cars, you know, and then you

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add in cars going 55 miles an hour, you know, at times it can be a little unnerving. So, one of the benefits of landscaped islands is obviously the aesthetic part of it, but it's also to funnel traffic to make turning movements at appropriate locations rather than more helter-skelter.

One of the ideas, too, is to make big, wide crosswalks, not just five feet wide but, you know, eight, 10, 12-foot wide crosswalks with stamped concrete at the major intersections, and also look at the timing of any pedestrian-activated signals. It's really difficult and it really always will be difficult to get through the Algonquin and Arlington Heights Road intersection. There's just so many lanes of traffic. There's nine lanes when you include the turning lanes. So, it makes it very difficult to cross here but we want to do what we can to enhance that and make motorists aware of it.

But one of the components of this plan is to approach IDOT with redevelopment in front of the Wellington site, this blue dot here on the image of a new intersection, it's a traffic signal. There's a traffic signal on Algonquin Road in front of the hotels about the same proximity west of Arlington Heights Road as this would be north of Algonquin Road. We think IDOT could be supportive of this because it then funnels traffic to a certain location. We would encourage all these properties here as they redevelop to have cross access so that a lot of the traffic could be funneled through a signal. Of course the signal then gets timed with the signals here so that the traffic still flows. This would also allow for the opportunity, again it's six lanes of traffic up here plus the center turning lane, to introduce crosswalks that are stamped concrete. That could help with pedestrians crossing and I believe it's safer at the busy intersection. It's still a long distance to travel for pedestrians.

This shows it a little bit better. You know, we'd want to work with the hotels. There's two hotels on the west side. We've met with the owner of the two hotels, one owner owns both Red Roof and Comfort Inn, to look at maintaining access for that hotel with this concept here, and then to the right would be the new development contemplated on District 59-Wellington site by the developers who bought that property.

Looking at various funding options, state grants, not optimistic about that. But general fund, obviously the Village has funded other projects throughout the community with general fund. Special assessment or special service area, that's an additional tax on property owners, but it has to be approved by the property owners 51 percent. So, that's a process of negotiating and deciding whether or not it's something that would be acceptable. Another mechanism that the Village has used sparingly but very effectively is tax increment financing, although there are concerns, you know, with the school districts on using that financing tool. But we want to explore all options as we move forward with the implementation of development projects both public and private.

Recommendations, you know, regarding sidewalks, traffic signal, pedestrian crossings, the decorative banners, the focal points. Focal points meaning, you know, major intersections, we want to enhance the appearance of each of the corners as property gets developed. Funding options and amending the land use plan as well as an overlay zoning district to be adaptive to market conditions. Coordinate with IDOT and ComEd. The utility lines, burying them is very costly and probably not feasible, maybe relocating them to behind the properties might be a better option. But you know, we're going to take our best shot at it but it's very expensive and I don't want to make any promises on that one. Landscaped island and medians, an identity for the area and branding, working with the business community on that, and promoting the area with developers and businesses and bringing in new businesses that will

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complement what's there now, and of course coordinate with the tollways I mentioned earlier.

Next steps would be go to Village Board hopefully in April. After that, we have a capital improvement plan which is five years advanced of budgeting items on a preliminary basis for public improvements. That's the first step of getting things budgeted, things that the Village might do here in the public way. Obviously, developer proposals, we've already met with three developers of the property on the east side of Arlington Heights Road, and I think they're all very active developers that want to do something relatively quickly. Then funding sources, some of these funding sources, you know, do require public processes or public input.

At that point, I'd like to conclude. I know we've got some members of the public, we did receive a nice letter of support from Jeffrey Bernstein from Bradford Allen who is one of the main property owners at the south end of this corridor. At that point, I'll turn it over to the Plan Commission.

CHAIRMAN ENNES: Thank you, Director Enright. Do we have a motion to accept the director's report?

COMMISSIONER JENSEN: I'll so move.

COMMISSIONER GREEN: Second.

CHAIRMAN ENNES: All in favor?

(Chorus of ayes.)

CHAIRMAN ENNES: Okay. How many people in the audience would like to comment? Let's start with you over here. We'll start in the front this time. If you'll come up, state your name and spell it again? We'd like to hear your comments.

QUESTIONS FROM AUDIENCE

MR. COATES: Yes, good evening. John Coates, C-o-a-t-e-s. From a high level standpoint, I endorse the plan. But I think for future work, we need to consider some of the effects that are going to drive success to the plan.

The first one concerns mode. There's three principal modes of transport: pedestrian mode, automobile mode, and mass transit mode. Mass transit is off the table. Right now this is an automobile/truck corridor. So, anything done is not necessarily going to increase the alternative which is pedestrian traffic. In order to increase pedestrian traffic, we need an origin of where those pedestrians will start and where they're going to go to. So, if we increase the sidewalk space, et cetera, cosmetically, absolutely. Okay, if we put in what I call creature comforts, and I mean that in a positive way, you know, with cityscaping and things like that, it will look great. But we're not going to alter the fundamental pieces that are there.

What I do support is what was mentioned earlier, and that is a residential environment. We need a residential environment to support whatever pedestrian changes we make. With the rhetorical comments over the last 10, 15, 20 years about Arlington Heights not having sufficient residential space for the low income and some of the low median income families, this is an excellent opportunity to make headway in that social commitment. Independent of what those prices are, the idea is whatever residential properties originate, they should be in keeping with what the rest of Arlington Heights is.

Arlington Heights, with the exception of downtown and Rand is six, eight, 10, 14 stories, okay. The rest of the buildings are two stories, maybe three stories. It's my suggestion and my opinion that we can find the area from the tollway to "the Algonquin

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intersection." Whether that cascades 50 feet or 100 feet, that's insignificant. That should be the highest area commercially driven. As you move forward north, what we presently have is an environment that is not green space. It is presently parking lots, open spaces, and any green space is going to go away with development.

For that reason, what I suggest we do is concentrate two and three-story structures going from north of Algonquin to Golf Road and have that as an area for residential. Residential will support whatever pedestrian improvements we want to make in terms of streetscape and crossings and things of that nature. As we go farther from Golf, that area to the left and to the right as you go north has always been "underutilized," okay, and I'm being polite by that. We know what it looks like on the east side. On the west side by Jewel parking lot, you know, I have yet to see that parking lot full in the last 20 years.

So, what we need to do is really spend time, if we've got an 80,000 foot view right now which I personally think is fantastic, when we get to the 60,000 foot view, what we need to do is concentrate on residential origins, whatever they happen to be and whatever the destinations are, whether it's restaurants, et cetera. Because right now, anybody driving from the tollway to north of Golf, it's an automobile environment. People don't park their car in Jewel and walk across to the International Harbor Place. They get in their car and go. So, we need to consider that.

The last piece that I would offer for support is whatever we do with streetscaping, we need to consider is that a one time investment or is that part of an ongoing investment? Okay, this project is huge. It's going to cost a fortune to do it right. It's not going to be some Taj Mahal, it's going to be looking and blocking and tackling elements that we need to include in order to make it attractive.

My vision that I see in this is as you exit the toll road and go north, there are some six 10-story office buildings, whatever the sizes, they're not 14 or 20 stories, but they're there, and as you proceed north they drop down with residential properties left and right. You get up to Golf Road and north of Golf Road you have a continuation on the east side of the medical offices that are one or two stories tall. North of Golf, the height does not exceed that dimension, and with appropriate cityscaping it will be an attractive area.

The last point I'd like to make is utilities. Costs are a consequence. Costs should not drive a decision of should we do it or not. Those poles that are out there now are awful. If anybody has been to Southern California, this looks like the valley. That area from Golf Road south to the toll road looks like the San Fernando Valley, the drive through it. If you don't have the opportunity to go to California, go to Orland Park and drive on Lagrange Road, same thing. It's a place built for automobiles.

Arlington Heights is not a place built for automobiles. It's a place built for residences, and that being our invitation to come on in. This is where I see the planning efforts need to be. Just as information, I'm happy to volunteer and help the Plan Commission in any way to make this, you know, make it go forward or whatever. But again, that's just an offer. I'm not saying it's a requirement.

But I'm passionate for it. I've been here for 35 years and we need to make this the attraction that it is. That's all.

CHAIRMAN ENNES: Mr. Coates, right? Thank you for your comments. Bill, our gateway plan that we did a number of years ago, the whole area around --

MR. ENRIGHT: STAR line Master Plan?

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CHAIRMAN ENNES: Yes.

MR. ENRIGHT: Well, that was predicated on a Metra line coming up I-90. That's probably not going to happen, at least not in the near future if at all. But that did look at the southeast quadrant of Algonquin, mostly Bradford Allen's property but also through the Daily Herald property and even east as you go through some of the industrial one story buildings, to change that whole quadrant to a very high density mixed use development. But again, a lot of that, you know, you have, you know, people still drive in the suburbs unless there's an alternative mode of transportation which there isn't down here. I mean there is a bus line, there are bus routes, but you know, buses are somewhat limited in scope and use in the surrounding areas out here.

So, that plan really only makes sense if there was a Metra line. Again, that doesn't appear that that's going to be, I mean maybe it will down the road but that's probably --

CHAIRMAN ENNES: That's long term in view.

MR. ENRIGHT: So, the idea, and the gentleman speaking I think is very spot on, is to have taller buildings potentially south of Algonquin. Then as you go farther north, you kind of get down to maybe, you know, a little bit lower than that, maybe four, maybe five stories. But you know, we want to work on that as part of an overlay zone and figure out what's right and work with the property owners that own these properties, respond to what they want to do. But you know, if it's not, if it's a, you know, a requirement that we think is out of the scope of this plan, we wouldn't recommend it.

CHAIRMAN ENNES: Right.

MR. ENRIGHT: But in our conversations with the developers that we've met with so far, what they want to do is consistent with what we think the vision is for this area. Of course, each of those projects would have to go through public hearing process.

As far as housing, the Village has an affordable housing policy. So, any new residential doesn't mean, you know, it doesn't have to provide affordable housing, it can provide a fee in lieu of. Most of the developments that we've seen recently either built or proposed, except for Park View Apartments that's just finishing up on the north side of downtown, contribute a fee to our trust fund to promote affordable housing in different areas of the Village. We don't have enough money in that trust fund yet to do anything with it, but we're going to be building it up if these developments occur.

So, you know, there wouldn't be affordable housing concentrated necessarily in this area, but certainly a developer could set aside a certain percentage of units like 10 or 15 percent or pay a fee in lieu of in your trust fund. So, really it goes developer by developer.

CHAIRMAN ENNES: Okay, thank you. Do you have a comment? Would you come forward?

MR. WADA: Hi.

CHAIRMAN ENNES: Hi, please.

MR. WADA: My name is Chris Wada, last name is W-a-d-a. I represent the property owner for the OSHA building. My question related to that building is where would the new intersection be, you said related to the Comfort Inn? I couldn't tell from the picture that was shown where that was in relation to the OSHA building.

Then my next question was regarding the removal of the middle turn

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lane that runs up Arlington Heights Road. Would there still be turn lanes into the buildings so that you can, if you're driving north on Arlington Heights Road from the highway, you could still get into the OSHA building or the other locations that are there? Or would you have to go farther down and make a U-turn just to get back to the building?

Then sort of unrelated to the building was I've noticed that nothing was really mentioned about bike friendliness. Will there be bike lanes or would people riding their bike be able to ride on that sidewalk? It's just thinking about it in general. Would you want people riding their bikes down to Busse Woods? It seems like that would be a major feature for new residential units or people north of this area who want to travel to Busse Woods maybe riding a bike. If there were some means of making that friendly so that they don't have to ride on Arlington Heights Road, I thought that would also be useful for the people who may come to visit the OSHA building. They may be there for a long weekend or a long week, and walking over to Busse Woods may be something they want to do.

I don't know how feasible that is considering once you go south of the highway there is not really any sidewalks along Arlington Heights Road. That's all I have, thank you.

CHAIRMAN ENNES: So, Mr. Wada, are you on the Bicycle Commission?

MR. WADA: No, just as a resident of a suburb in the area, I noticed the whole suburban area is not bike friendly. I think it would be helpful if --

CHAIRMAN ENNES: It is something we've been working on a long time.

MR. ENRIGHT: Well, let me answer his questions.

CHAIRMAN ENNES: Yes.

MR. ENRIGHT: The proposed intersection would be by the Comfort Inn here at the blue dot. OSHA is way up here.

MR. WADA: Yes.

MR. ENRIGHT: So, this would not affect you. As far as landscaped medians, we want to work with all the property owners because we don't want to just start cutting off access to everybody and making people do U-turns. It has to be reasonable. So, it may be more limited, I mean ideally it would be great if we could have it up and down the whole stretch. But even if we did landscaped islands, even under this scenario, there would be a left-turn lane so that people can get in to the hotel and then vice versa coming south to get into the school's 59 location.

So, any medians that we put in, we try and fill in the gaps in between curb cuts because we're not going to start cutting off everybody's properties. So, we'd have to design that with engineers and work with all the business owners and property owners there so that we're not eliminating that. So, that's certainly maybe more difficult.

Regarding bike paths, there will not be a bike path through Arlington Heights Road south unfortunately. With the tollway, the new interchange, with the rebuild of I-90, they didn't have any accommodation for movements underneath the tollway at I-90. Our Bike Commission has developed a new master plan that was adopted by the Plan Commission and Village Board last year in 2017. There are new bike routes to the east on Goebbert as well to the north on Golf Road to go east-west or north-south, but not to Busse Woods here because of the constraints of the tollway.

There is a connection to Busse Woods but it's circuitous and difficult to get to but it's kind of at the southwest corner of Arlington Heights Road. That's where the Bike

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Commission focused their attention to improve that access at that location, because once you get over to Busse Woods at that point, there's connections to their bike paths.

CHAIRMAN ENNES: Thanks, Bill. Who would like to come up next?

Good evening.

MR. PARULO: Good evening, gentlemen. My name is Dave Parulo, D-a-v-e P-a-r-u-l-o. Professionally, I'm president of Meet Chicago Northwest. We are the convention business bureau for the Village of Arlington Heights in the northwest suburbs.

Just coming here, I want to give a little bit of historical background on this project and also to thank the Village for moving this project forward. The convention bureau is very much in support of this project. With us tonight are several hotel operators.

In that corridor is a bit of a historic, a recent history. The operators convened with members of the Plan Commission, members of Village Staff to express concern with the current condition of the intersection. The operators represent 700 hotel rooms within 700 feet, it's very interesting. Our concern, and we're so glad to hear, is that it is a gateway activity of greeting folks to the Village of Arlington Heights. As business owners, the feeling was that the visitor was not feeling a connection to the Village or welcoming. So, we're very excited about the welcome concept.

In regard to the current curb appeal and things of that sort, we're very delighted with the aspects of road improvements, of greenery coming. We're also very happy about the ideas of the sidewalk and things of that sort. Historically, one of the issues that we brought to the Village to consider was that the current lack of feeling a connection to the Village of Arlington Heights is kind of leading to visitors exiting the Village and going into Rolling Meadows and the Village of Schaumburg for shopping and for dining purchases. One of the hopes is that as the corridor project moves on, that it develops a wayfaring type of feeling with the hope of additional restaurants but also to have a welcoming corridor leading towards the downtown entertainment district and posing that a little bit closer as the other gentleman had mentioned.

The discussion about adding sidewalks and safe passage, beyond just an aesthetic point of view and life safety, what's very important in regard to our hotel operators is that there are two established business destinations that people come to that we find that we want to support the visitors to visit. One is the Guitar Center, believe it or not it's a hugely important destination for folks to get over to. Maybe perhaps more importantly, a safe passage to the International Market Place and Mitsuwa, particularly the hotels have international travelers coming in to go there, folks coming from across the United States and locally, and they really kind of view it as their bread and butter business.

Additionally, the discussion we think is really germane in regard to changing the safety in regard to the sidewalks and things of that sort that are buyers, people who are using our hotels, their demographic is beginning to change over time and their desirability to have outside activities and walking and things of that sort is increasing. As the other gentleman had mentioned, yes, Arlington Heights was really developed in that corridor as a driving location. As times are changing, buyers are kind of looking for a different type of opportunity.

The last thing I think is important is the conversation in regard to the aesthetic flags and things of that sort. We really feel that it's important from the business point of view that it is a welcoming situation but also that it develops a sense of place. You know, we feel that it's almost a hotel corridor for the Village and we think it's an important economic

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engine. Once again, we're very pleased that this project is moving forward and getting attention from the Village.

CHAIRMAN ENNES: Thank you, Mr. Parulo.

MR. PARULO: Thank you.

CHAIRMAN ENNES: Anyone else? Yes. Welcome.

MS. SKRODZIUK: Good evening. My name is Carolina Skrodziuk, S-k-r-o-d-z-i-u-k, and I'm the general manager of Arlington Heights South Courtyard Marriott. The one comment I want to make about the name of this district, I think if we will be naming this complicated, it's not going to drive attention. This is a hotel district. If we will just call it hotel district, I mean when you guys are marketing it and you are trying to market to developers, the moment they hear hotels here at the hotel district, my restaurant is going to pick up because there are hotels, it's a hotel district. My store is going to have an attention because people from the hotels are going to be going out.

If we will be calling it a gateway or whatever it is, I think that it will be harder to sell for the developers around. It's seven hotels within 700 feet. So, if we will call it hotel district, I think it will grab better attention when it comes to further development in this area. It's just a suggestion of course.

The other thing I want to talk about is when I saw that presentation and I saw just putting those trees in the middle of the street, I was disoriented. I didn't know where that intersection is. So, I started sharing that with my colleagues and people in the area. Just putting those trees in the middle of the street makes such a difference. It makes, you know, I know that burying of course the lines and everything is very expensive and, you know, I don't know if within the next 10 years we will have enough money to do this. But just putting these trees, these trees will distract from the hanging lines. Not only that, it will create this natural stop when you cross the street. So, maybe we can make there a stop for the pedestrians in case, you know, there is light issue or something.

I think that it's something that we should really focus in trying to make it happen because it is changing the appearance of this entire place. I thought it's just my opinion so I shared that picture with my colleagues, and everybody was like where is it? It looks so nice. Nobody recognized that that's our intersection. So, you know, I don't know how expensive that is and what are the obstacles, but I think that that's something that is worth to put on top of the priority. Then of course the crossways are extremely important because as much as we can call it a hotel district and we can have pretty trees there, but if those guests are not able to cross to the developments, to the Mitsuwa, to the Guitar Center, then it's all for nothing because we will have nice trees but we want to help those businesses to grow and would likely drive the revenue.

One idea, I know that it's another one huge project like that IDOT lights, when we are talking about the sidewalks, I completely understand the idea of moving them away from the street. But that should be the idea for the bike route straight to Arlington Heights Downtown. There is a huge trend right now in the hotels that hotels are renting bikes. In the suburbs, if you guys go check by Deerfield, Highland Park, these hotels rent bikes because all of this new generation, Generation Y, they come and look for bikes and this is the cool thing to do.

So, if you guys will think, I don't know if we need to widen the sidewalks because I don't know if we will ever have enough traffic to go all the way from us to

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Arlington Heights. But if you guys will think about putting that bike route there, that is a different story because you will have, this is what's going to drive the traffic to Arlington Heights, because these kids, they don't get on the bikes right now. For us, it could be a fantastic attraction. If we can, and I don't know if I would be renting mine, I would just have it to keep my guests happy so they can get the bikes and go straight downtown. Think about this type of development because I think it would make a great difference.

Then as we will improve the traffic, the bike traffic towards Arlington Heights, I think that it will also help the entire corridor because now you have these bikers who are stopping by, right? Now you have the families biking down, so that may help the businesses alongside to downtown. So, that's the suggestion.

I want to say that I greatly appreciate the attention to this because it's seven of us there and it's a very unique situation. We are predators to each other. We keep stealing business from each other, going after each other. We are a competition and it's very rare for seven general managers and seven owners to come together and acknowledge we have all one problem, meet and spend so much time on discussing it and having to really speak. So, I think that, so I just want to say thank you for listening and for even considering that.

CHAIRMAN ENNES: So, you're a strong supporter of the improvements.

MS. SKRODZIUK: Absolutely.

CHAIRMAN ENNES: And you think it really will increase your occupancy rates?

MS. SKRODZIUK: Yes, and this is a real story which I shared on the very first meeting. So, I had a situation where my guest was coming back from a run from the outside and I'm standing there eating with a bottle of water and I was smiling and I'm asking so how was your run? He thinks about it and he's like, well, my run was fine but that is not a very safe neighborhood. There was nothing dangerous that happened there, it was just the perception.

So, but the intersection is already cleaned up a lot. We appreciate that. There was some tiny landscaping improvement, but there was a lot of, you know, that Yanni's Restaurant's old garbage is gone. That makes a huge difference just this little thing. But if we can, you know, back to trees, so that guests when they are arriving, they don't feel that they are arriving to the end of the world. So, I think that that would help us a lot.

CHAIRMAN ENNES: Thank you. Anyone else?

MR. BERNSTEIN: My name is Jeff Bernstein, B-e-r-n-s-t-e-i-n. I'm with Bradford Allen, and as Bill was talking about, we own the site for, we have several of the sites on the southeast corner of Arlington Heights Road and Algonquin Road.

I can't say that we started out, when we first bought the office building, with this thought that this would be a development site. But over time, we've seen the potential. We've continued to acquire more sites in that area. It is a very rare opportunity for alignment of interests between property owners and the Village to be able to do something special here.

Whether we call it a gateway development or some other name, I think it's less important. I think it's the opportunity to create a more pedestrian-friendly area, to be able to create greater density in the area, to create critical mass in the area. Obviously, we have self interest in this. This is our site and so it's, you know, it's definitely in our best interest to see a higher density development there. But I still think that the attributes of what could be done there and the plan that's been developed is very comprehensive, I think very enlightened. We

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fully support it.

While we are in the business of trying to make money, we are also part of the community and we want to, the best interests of the community is also in our hearts, too. I think this is just a moment in time and hopefully it won't be squandered. The street level improvements I think have to go in, but I think it has to be part of the Comprehensive Plan. I think that as a local business owner and an owner of that property, that we can assist with that. In any way that we can support the initiatives by the Village, we're here to do that.

CHAIRMAN ENNES: You're a man of vision.

MR. BERNSTEIN: Excuse me?

CHAIRMAN ENNES: You're a man of vision and we're glad you're investing in our community.

MR. BERNSTEIN: Actually, I would say that Arlington Heights is a Village with vision. We develop all over the country and this is very rare to see what's happening here. I would also say that one of the big negatives that we've seen over the years, what's referred to as a hodgepodge of development is actually opportunity. Had it been built up in different ways over the years, I don't think this opportunity would present itself. I think that this particular area is a perfect bookend to what has been done downtown and I think that if this critical mass is continued, I think the Village, the stakeholders, all the residents and future residents would definitely benefit from it.

CHAIRMAN ENNES: Thank you.

MR. BERNSTEIN: Thank you very much.

CHAIRMAN ENNES: Anyone else? Good evening.

MR. SOBCZEK: Good evening, gentlemen. My name is Lucas Sobczek, S-o-b-c-z-e-k. I'm a director of sales at DoubleTree Arlington Heights. I do support this project.

I also want to just come and mention about slowing down the traffic at the intersection. After living for 25 years in Downtown Chicago, this is the only intersection I'm afraid to cross. Honestly, I've never seen anything like that. I believe that guests from our hotels wouldn't mind walking somewhere five to 10 minutes if they could, but it's just this area doesn't seem safe at all because of that, because of the traffic. So, that's the main thing I wanted to mention. Thank you.

CHAIRMAN ENNES: Thank you. Anyone else? No? Okay, that closes the public portion of our meeting. Do any of the Commissioners have comments or questions?

COMMISSIONER LORENZINI: One quick question. Refresh my memory, how will the overlay zoning district work in this case?

MR. ENRIGHT: You know, the Village wants to work with the property owners in coming up with development standards that are going to be flexible but also within reason, but also addressing the desires of building up the area in a reasonable manner. The overlay zone is something that's drafted by Staff and it goes through a process. But that process would start with the property owners that are directly impacted by the overlay zone. It would then go through the Plan Commission review process which you have a subcommittee, the Ordinance Review Committee which then reports to this full Plan Commission. You'll then hold a public hearing and then make a recommendation to the elected officials, the Village Board, who will make the ultimate decision to approve an overlay zone.

We have several overlay zones in the Village because as you know, the B-2 zoning is scattered throughout the town. But every area of town is really unique or

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different, and the vision for different areas of town can be unique or different. That's what we want to do here. We want our zoning to be able to be adaptive to that. Right now it's not.

COMMISSIONER LORENZINI: All right, Bill, thank you.

COMMISSIONER JENSEN: Yes, just a comment. First of all, I think it's a great report, Bill. I think the report has been getting better and better by Staff and I think it's a great report on how to develop this area. You and the Staff should get the kudos as well as the committee that worked on it.

I just have a couple of questions and another comment. You mentioned sales tax a couple of times in a couple of different ways. One is sales tax revenue sharing and the other is a sales tax for this area as you develop it. Are they two different things?

MR. ENRIGHT: Yes. You know, the Village has used sales tax revenue sharing for large sales tax generators like auto dealerships, or large like Lowe's, we have an agreement with them and several auto dealerships at the north end of town where the developer puts in the improvements and we share some of the subsequent revenue over a 10-year time period that comes in the sales tax revenue. So, that's a possibility here. But I don't necessarily see car dealerships coming here or necessarily big box users, and I'm not sure that's what we want either, at least not, I don't want to say never on either of those items but, you know, I think that's not quite in the vision. So, that's what I'm talking about with the sales tax revenue sharing.

There is also a business district that can be created which is an area designated and it has to be approved through the, by the Village Board which is an increase in sales tax in a specific area of one percent. Those I don't think are, I think those are almost counterproductive because, you know, the area then gets stigmatized with an extra sales tax on top of the, you know, relatively high sales tax already. So, I don't think that's a real option. It doesn't generally generate a lot of money.

So, I think realistically, you know, you're looking at a combination of general fund, potentially tax increment financing if any of these areas qualify, and potentially a special service area which would be an additional tax over a 10-year period on property owners that would directly benefit from any improvements. Again, that requires 51 percent of the property owners to approve it, so that's really in the hands of the property owners and we work with them on such a process to see if it makes sense to them because they're the ones that would have to approve it.

COMMISSIONER JENSEN: Yes. Actually, I don't need to say anymore. You've said what I thought needed to be said, especially about the sales tax. I think that's counterproductive and would not be a good idea and I'd hope you'd rule that out. That was actually the point that I wanted to make.

The only other comment I want to make is about the survey. Surveys given a small one is impressionistic, I wouldn't go to the bank with everything that's in it. What I found more useful than anything was the volume of comments, because even the comments, they started getting to funding issues and a variety of other things and opportunity costs and tradeoffs. So, what I would put some effort into is what I think George Drost asked at the committee meeting at least according to the minutes is some more analysis of those open-ended questions, because I thought there is a lot of gold there that could be mined. I don't put quite frankly that much confidence in the actual quantitative analysis that comes out of these questions because they're just not representative of a city our size when you have 600 people and you don't know who responded actually, but I do think that the survey does shed some light

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if you spend some time with those comments.

MR. ENRIGHT: Just to address that, we did summarize the open-ended question responses.

COMMISSIONER JENSEN: No, I saw that. You summarized them but, for example, you didn't say whether the comment was either a positive or a minus, you just put it into a category.

MR. ENRIGHT: Right.

COMMISSIONER JENSEN: You need to break the category bar because two-thirds may have been opposed to it and a third might have been in favor of it. When you just read that's the number in that category, you have no sense on that. So, it needs more work but there's a lot in there and I thought it was very useful.

MR. ENRIGHT: Okay, we can do that.

CHAIRMAN ENNES: Anyone else?

COMMISSIONER LORENZINI: Well, I just want to say that the young lady from Courtyard made a lot of good points about bikes. Yes, the younger generation, they definitely like the bikes, so if there is some way we can work that in or accommodate it, I think it would be worthwhile.

COMMISSIONER CHERWIN: I think Mary Jo would appreciate that as well perhaps. The other thing I'd say, you know, first of all, I think to the Staff, you know, great job, I commend you and the committee working on it. I've lived in this area since 1984 and so I've driven by it, you know, thousands of times. It does need some work. I'm glad to see Bradford Allen who's got a big chunk there, I'm sure they'll do a great job with their space and the developers to the north.

Yes, I'm supportive of it. I guess the one thing I'd say, Bill, is really I would try to do whatever you can to hold on to that utility because I do think that's a big, you know, I think that's going to always kind of be there in the background and detract. Maybe it's, you know, don't let it hold you up or anything, but maybe as we plan, who knows, you know, it could be a 15-year goal if you can get it. But if we kind of put aside a little bit as an investment and when we do all our restructuring here, we kind of do it with a vision that that would eventually be a part of it, I really think that would be worth the wait even if we had to wait long for it. So, that would be my one input, but otherwise, yes, I think it's great. I'm looking forward to it. Thank you.

CHAIRMAN ENNES: Jay, you're talking about burying the power lines?

COMMISSIONER CHERWIN: Yes, I'm sorry. Burying the overhead lines.

CHAIRMAN ENNES: Yes, absolutely. I think that's critical.

COMMISSIONER CHERWIN: Really, yes.

CHAIRMAN ENNES: Anyone else?

COMMISSIONER SIGALOS: I would agree that you've done a great job with this, Bill, you and the Staff in developing this plan. I would go along with what Jay was saying as far as making a priority to get these utility lines buried because no matter what you do, they're still an eyesore. But everything else looks great.

CHAIRMAN ENNES: It really does. It beautifies the area; it really opens it up.

COMMISSIONER GREEN: I think you've got to put them underground, too.

CHAIRMAN ENNES: Absolutely.

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COMMISSIONER GREEN: Because if you move them to the back of the property, then you have the next group of neighbors that are going to complain about the power lines because you're just shifting the problem. So, underground, I agree, Jay, good point.

CHAIRMAN ENNES: Do we have a motion?

COMMISSIONER JENSEN: Sure. I'm going to move approval.

A motion to recommend to the Village Board of Trustees approval of PC#18-004, the South Arlington Heights Road Corridor Plan.

COMMISSIONER SIGALOS: I'll second that.

CHAIRMAN ENNES: Can we have a roll call vote?

MR. ENRIGHT: Commissioner Cherwin.

COMMISSIONER CHERWIN: Yes.

MR. ENRIGHT: Commissioner Green.

COMMISSIONER GREEN: Yes.

MR. ENRIGHT: Commissioner Jensen.

COMMISSIONER JENSEN: Yes, with comment.

MR. ENRIGHT: Commissioner Lorenzini.

COMMISSIONER LORENZINI: Yes.

MR. ENRIGHT: Commissioner Sigalos.

COMMISSIONER SIGALOS: Yes.

MR. ENRIGHT: Chairman Ennes.

CHAIRMAN ENNES: Yes, absolutely.

COMMISSIONER JENSEN: Let me finish comment, just a brief one. Once again, I think as others have said as well, good job and Staff really needs to be recognized for doing that. The last point I want to make is I think that Mr. Coates made a lot of good points. I hope that, I know they will be in the minutes but I think he made a lot of points that we ought to consider and attention ought to be drawn to them, to the Board with respect to those remarks.

CHAIRMAN ENNES: Thank you. Okay, good job.

MR. ENRIGHT: I'm not sure when this will go to the Board. Maybe April 16th, depending upon, you know, how packed the agenda is for the Board that night. Otherwise it would be early May, but hopefully the 16th.

CHAIRMAN ENNES: Maybe some of us will show up there.

MR. ENRIGHT: Certainly please check with me, you know, by the 10th or 11th of April.

CHAIRMAN ENNES: Thank you.

MR. ENRIGHT: Thank you.

CHAIRMAN ENNES: Okay, can we have a motion to adjourn?

COMMISSIONER JENSEN: So moved.

COMMISSIONER GREEN: Second.

CHAIRMAN ENNES: All in favor?

(Chorus of ayes.)

CHAIRMAN ENNES: We're out of here, okay. Thank you very much.
Thank you all for coming and your comments.

(Whereupon, the above-petition was adjourned)

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APPROVED

at 10:15 p.m.)

REPORT OF THE PROCEEDINGS OF
The COMPREHENSIVE PLAN SUBCOMMITTEE
OF THE VILLAGE OF ARLINGTON HEIGHTS PLAN COMMISSION

HELD AT VILLAGE HALL ON:

December 13, 2017

Project Title: Comprehensive Plan Amendment – South Arlington Heights Road Corridor Plan

Petitioner: Village of Arlington Heights
33 S. Arlington Heights Road
Arlington Heights, IL

Requested Action:

- Amendment to the Comprehensive Plan adopting the South Arlington Heights Road Corridor Plan

Attendees: George Drost, , Chair, Plan Commissioner
Jim Tinaglia, Trustee
Mary Jo Warskow, Plan Commissioner
Joe Lorenzini, Plan Commissioner
John Sigalos, Plan Commissioner
Terry Ennes, Plan Commissioner
Bill Enright, Deputy Director Planning

Presentation

B. Enright summarized the draft corridor plan goals and objectives. This corridor was designated as a priority corridor in the 2015 Comprehensive Plan for the Village. Staff has since developed a plan to guide future public and private improvements along the corridor. The plan represents a 5 to 10 year vision for the area to enhance this important gateway into the Village. Staff made a presentation to the business community along the corridor in September and invited over 150 property and business owners. The presentation was held at the Double Tree Hotel and attended by approximately 20 person. Staff then conducted an on line survey and over 600 persons responded. The results of the survey are summarized in the staff report.

Meeting Discussion

Commissioner Drost asked about the budget implications of some of the proposals.

B. Enright indicated that there are several options that will be explored depending on what elements are implemented. Some improvements can occur as parcels redevelop, while others will require other funding sources such as Special Service Areas, Tax Increment Financing, General Fund, among others.

Trustee Tinaglia added that the State is sharing less revenue with municipalities, so that local funding will be necessary. He thinks the Board will be supportive of these types of improvements which will enhance the corridor.

Commissioner Lorenzini asked about the business district tax concept.

B. Enright indicated that that is typically an additional sales tax for goods purchased within the defined business district.

Commissioner Warskow had concerns with the impact of a TIF district on residents.

B. Enright indicated that if a TIF district were created, it would have minimal impact as the EAV is such a small percentage of the overall EAV of the overlapping taxing districts that the impact is small for residents. TIF is not a definitive idea for this area but may be explored if it's determined necessary to fund projects to improve the corridor.

Commissioner Ennes thought that the survey was interesting. He thought that maybe a followup survey that we more scientific focusing on prioritize projects should be looked at.

Commissioner Drost asked if staff could summarize and quantify the written responses to the survey that were more open ended questions.

Commissioner Warskow asked that the Plan incorporate language on promoting sustainable development in the area.

All subcommittee members were supportive of the plan and recommended moving forward to Plan Commission for a public hearing.

The meeting adjourned at 7.15pm.

George Drost, Chair
Comprehensive Plan Subcommittee
Bill Enright, Recorder

SOUTH ARLINGTON HEIGHTS ROAD CORRIDOR PLAN I-90 TO NOYES



2018



Prepared by the Village of Arlington Heights
Department of Planning and Community Development



Village of Arlington Heights

33 South Arlington Heights Road
Arlington Heights, Illinois 60005-1499

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

Planning Staff

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Sam Hubbard, Development Planner
Steven Hautzinger, Design Planner
Derek Mach, Landscape Planner
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Jake Schmidt, Assistant Planner
Kennedy McKay, Intern

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Introduction

Study Area

The South Arlington Heights Road Corridor Plan outlines the Village's vision and strategies for improvements to this important Gateway to the Village. In adopting the 2015 Comprehensive Plan for the Village, this gateway was identified by the Board as a priority corridor to improve upon the many existing positive qualities that the corridor offers while improving the gateway through beautification, redevelopment, walkability, and by establishing an identity for the area. The 1.2 mile long corridor begins at the southern border of the Village at the Jane Adams Tollway extending north to Noyes Street. The corridor consists of various commercial uses including 7 hotels with close to 1,000 rooms, which serve as an economic engine for the corridor. Unique to the corridor is the Mitsuwa Marketplace at Algonquin Road, which provides a marketplace for Japanese foods and retail items. In addition, the area is served by a full access interchange at I-90 and Arlington Heights Road, providing great access to the corridor.

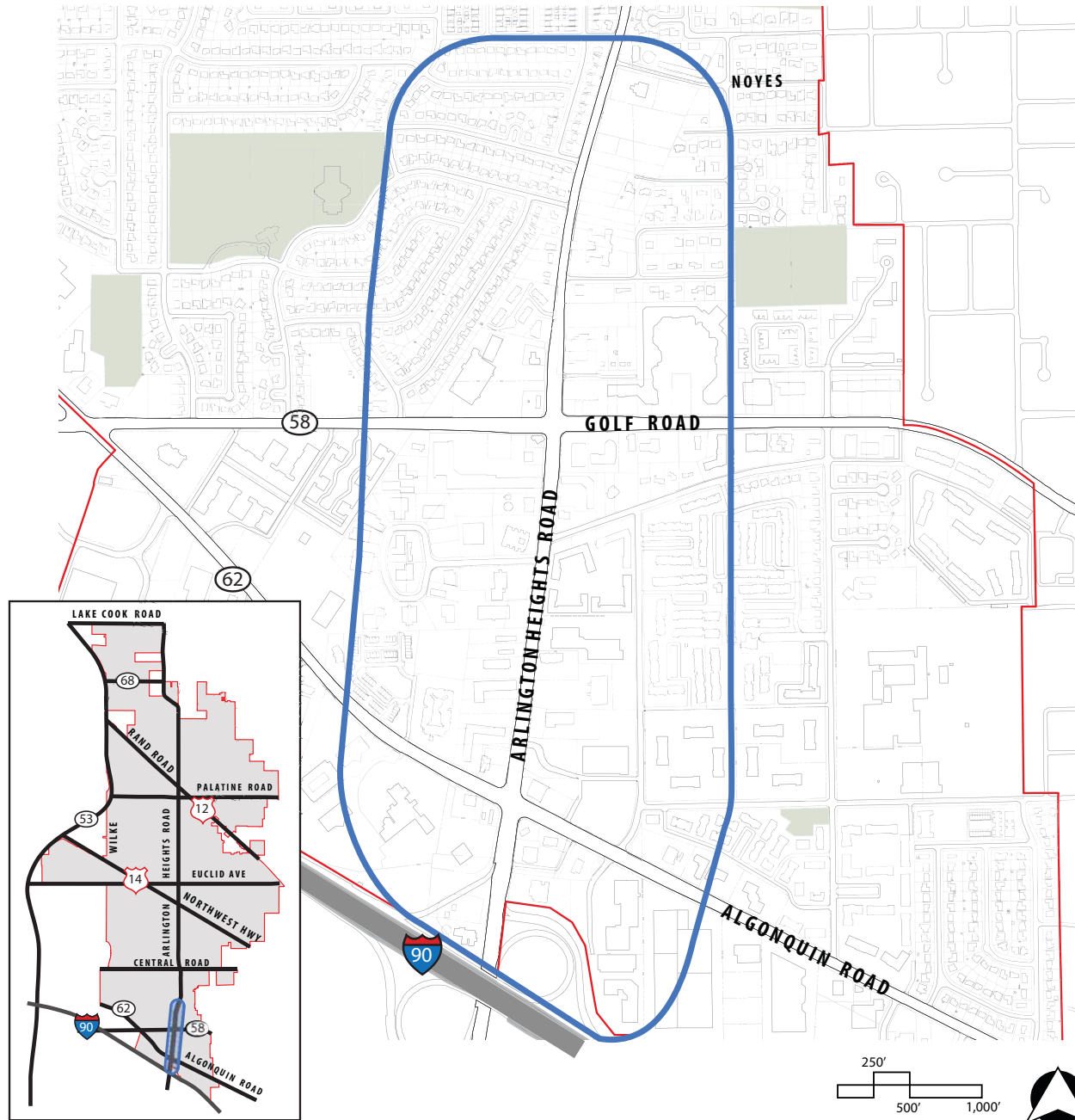
The Plan establishes recommendations to address current conditions and implement improvements to the corridor as the primary Gateway to the Village.



Key Issues

- Gateway into Village of Arlington Heights
- Loss of greenery when Arlington Heights Road was widened from I-90 to Golf Road
- Overhead utility lines along west side of roadway from I-90 to Golf Road
- Potential for redevelopment of larger sites comprising approximately 30 acres of land
- Multiple driveways and traffic conflicts; poor pedestrian access

Introduction



Introduction

Community Input

In September, 2017 the Village held an informational meeting at the Double Tree hotel for the business community to present preliminary concepts for improvements to the corridor. Over 100 property owners and businesses were invited to the presentation which allowed an opportunity for those attending to provide early input into the concepts for improvements in the corridor. Approximately 25 persons attended this meeting.

As a follow up to the meeting, the Village posted on the Village web page a preference survey relating to the concepts proposed. Over the course of the next two months, 604 responses were recieved with 85% of respondents answering yes to whether improvements are needed to the corridor. Other responses were as follows:

- 85% of respondents answered that the improvements presented would be either somewhat or very beneficial;
- Improvements to pedestrian walkability and redevelopment of land along the east side of Arlington Heights Road were weighted highest in terms of improvements;
- More restaurants and entertainment venues were rated highest in terms of priority;

Are Improvements Needed?	
Yes	85%
No	6%
Not Sure	8%

Rate Improvements	
Improvement	Importance
Landscaped Medians	6.4/10
Focal Points	6.9/10
Bury ComEd Utilities	6.8/10
Redevelop Parcels	7.9/10
Pedestrian Improvements	7.9/10

Land Use Priorities	
Restaurants	88%
Multifamily	41%
Hotels	31%
Retail	82%
Entertainment	85%
Offices	58%



Comprehensive Plan Survey 2015

In developing the 2015 Village wide Comprehensive Plan, an on-line survey was conducted and over 500 responses were received. Responding to corridor enhancement survey questions, the following responses were submitted:

- 90% of respondents strongly agreed or agreed that the Village should improve the appearance of certain corridors along major roadways.
- 77% strongly agreed or agreed that commercial areas along some major streets lack landscaping.

Introduction

As illustrated in the map at right, there are several corridors which were identified for improvement in the 2015 Comprehensive Plan. Improvements are scheduled to commence in 2018 along the Rand Road corridor as well as the Northwest Highway corridor. These improvements include identification features and extensive landscaping. Further improvements are recommended in a phased approach over several years.

The improvements recommended in the South Arlington Heights Road Corridor Plan should also be phased over time. Certain improvements are short term, such as the recently installed decorative “Welcome” banners, while others are longer term such as improvements related to redevelopment. Certain improvements will be more difficult to attain, such as the burial of overhead power lines due to cost and feasibility.

“With approximately 30 acres of land to redevelop, the character of the corridor will likely undergo significant change over the next several years.”

Summary of Findings

In 2018 the Village should commence via the Capital Improvement Plan budget, outlining improvements over a 5 year time frame. These improvements could be funded by a combination of Tax Increment Financing, Special Service Area and possibly general funds. Other sources should be explored as well but are limited. Also an Overlay Zoning District should be adopted establishing development standards for the area. Village coordination with property owners and businesses should continue, and the Village should also continue to facilitate with developers redevelopment of the several parcels along the corridor.



Comprehensive Plan

The Comprehensive Plan is a document which establishes an overall strategy to guide the growth and development of the community. It is a policy statement aimed at the unified and coordinated physical and social development of the Village. The Comprehensive Plan consists of the Comprehensive Plan Map which indicates proposed land uses in the Community, and the text of the Comprehensive Plan, including Goals and Policies. There are several companion documents which focus on more specific areas of implementation such as the Downtown Master Plan. In addition, the Plan identified several Corridor Study areas including the South Arlington Heights Road Corridor.

Characteristics of corridors include: developed in a linear fashion along major routes; residential areas directly abutting with little or no screening; businesses developed incrementally with little relationship or connection to each other; and showing signs of age, deterioration, poor maintenance, vacant buildings and vacant sites. Therefore the purpose of this corridor study is to address these issues which exist to various extents along this corridor.

The 2015 Comprehensive Plan outlined a primary goal and four objectives for all corridors in the Village:

Corridor Plan Goal: To improve upon existing conditions which detract from the overall functioning of the corridor.

Objective 1: Develop a strong and positive image and appearance which establishes a unified image and sense of place which reinforces and supports commercial and economic activities along the corridor.

Objective 2: Create a system of on and off street parking facilities which adequately serve the needs of commercial uses within the corridor in a safe and functional manner.

Objective 3: Promote a safe and effective traffic circulation system which adequately accommodates the varied types of traffic movement utilizing the corridor.

Objective 4: That development activities within the corridor be compatible with adjacent non residential and residential uses.

Specific Objectives for the South Arlington Heights Road Corridor:

Objective 1: Develop development standards for land parcels along the east side of Arlington Heights Road.

Objective 2: Enhance pedestrian access and “walkability” within the corridor.

Objective 3: Develop a plan for enhanced landscaping and gateway features.

Objective 4: Explore burial or relocation of overhead utility power lines.

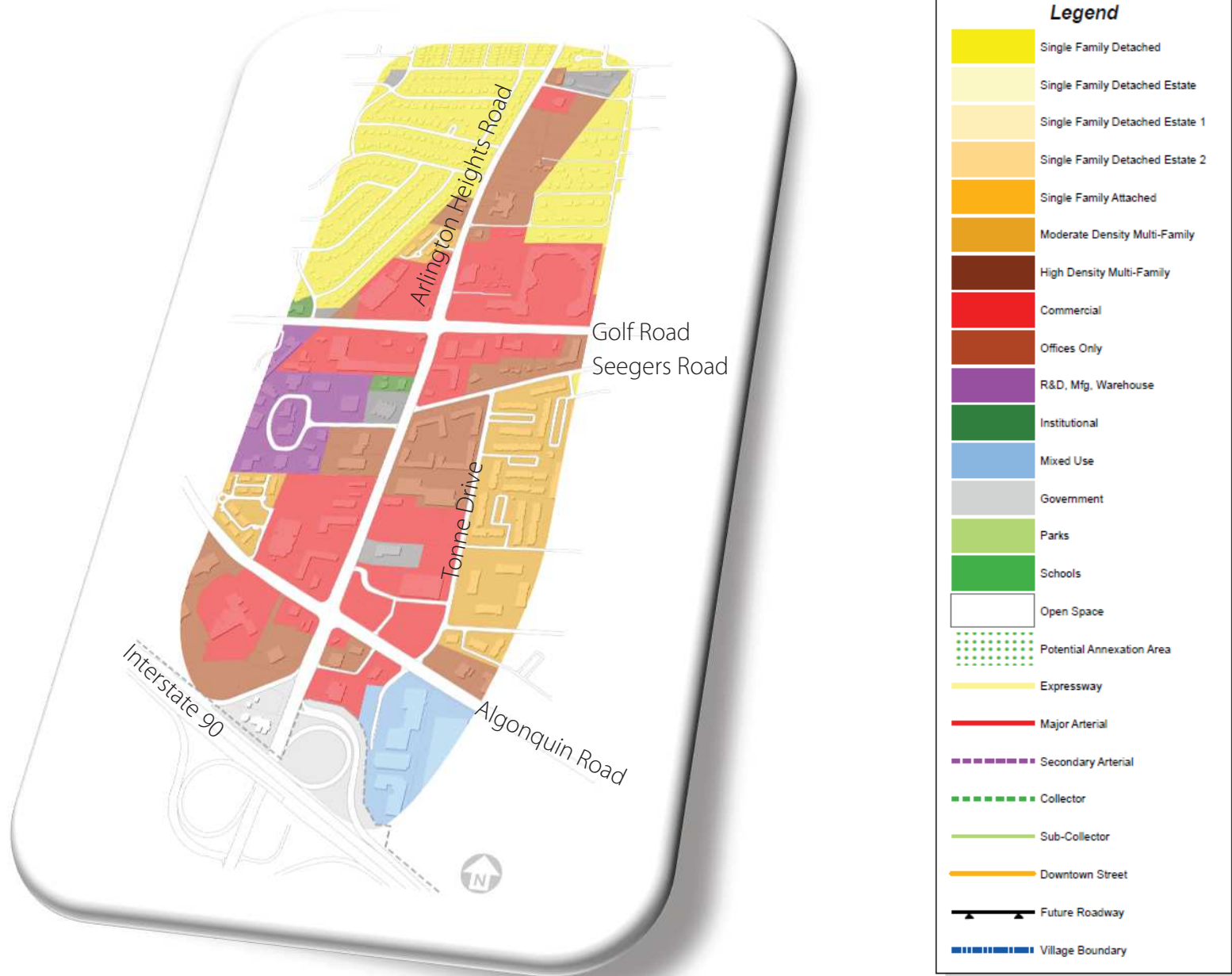
Objective 5: Develop a coordinated marketing plan for the businesses in the corridor.

Objective 6: Identify various funding mechanisms to implement the Plan.

Objective 7: Promote sustainable development and efficient use of land parcels.

Comprehensive Plan

Comprehensive Plan 2015- Corridor



Zoning

The current zoning along the corridor consists primarily of commercial districts such as B2 and B3, OT (Offices), and some properties are zoned M2 Manufacturing. Adjacent zoning includes R6 Multi Family to the east along Tonne Drive.

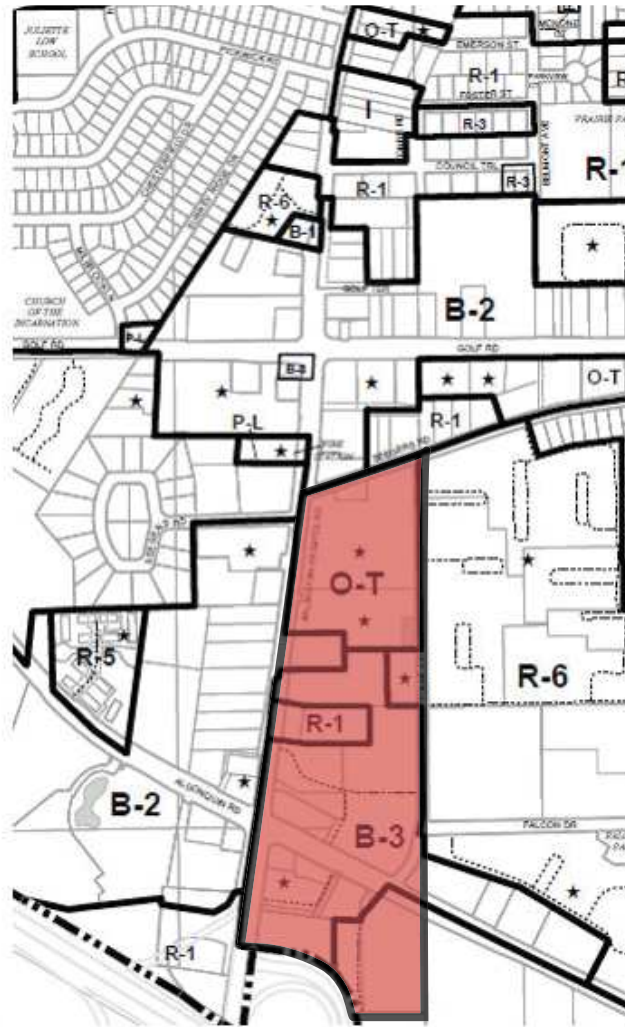
In order to facilitate redevelopment, the Village should evaluate the use of overlay zones to better address the vision for the area. Overlay Zoning has been successfully utilized in several locations in the Village to promote development consistent with an overall plan for an area.

Overlay Zones establish zoning criteria specific to a location / area and address items such as building setbacks, land uses, building height, landscaping, sustainable development, parking and access and pedestrian mobility.

"An Overlay Zoning District is a mapped area with restrictions beyond those in the underlying zoning. An overlay district is used to achieve planning objectives, which may not be achieved through the underlying zoning. Where conflicts arise between the overlay district and the underlying zoning, the overlay district restrictions shall apply."

Overall, the Village should encourage new development with more flexible zoning regulations in order to facilitate development. Possible boundaries for an Overlay zoning district are illustrated on the facing page as highlighted.

Zoning Map

**ZONING DISTRICT DESCRIPTIONS:**

- B-1** - BUSINESS DISTRICT LIMITED RETAIL
- B-2** - GENERAL BUSINESS DISTRICT
- B-3** - GENERAL SERVICE, WHOLESALE AND MOTOR VEHICLE DISTRICT
- B-4** - LIMITED SERVICE DISTRICT
- B-5** - DOWNTOWN DISTRICT
- I** - INSTITUTIONAL DISTRICT
- M-1** - RESEARCH, DEVELOPMENT AND LIGHT MANUFACTURING DISTRICT
- M-2** - LIMITED HEAVY MANUFACTURING DISTRICT
- O-P** - OFF-STREET PARKING DISTRICT
- O-R** - OFFICE AND RESEARCH DISTRICT
- O-T** - OFFICE TRANSITIONAL DISTRICT
- P-L** - PUBLIC LAND DISTRICT
- R-E** - ONE-FAMILY DWELLING DISTRICT
- R-1** - ONE-FAMILY DWELLING DISTRICT
- R-2** - ONE-FAMILY DWELLING DISTRICT
- R-3** - ONE-FAMILY DWELLING DISTRICT
- R-4** - TWO-FAMILY DWELLING DISTRICT
- R-5** - MULTIPLE-FAMILY DWELLING DISTRICT
- R-6** - MULTIPLE-FAMILY DWELLING DISTRICT
- R-7** - MULTIPLE-FAMILY DWELLING DISTRICT

- VILLAGE BOUNDARY**
- PRIVATE ROADS**
- RAILROADS**
- ZONING DISTRICTS**
- RIGHT-OF-WAY (R.O.W.)**
- RIGHT-OF-WAY (R.O.W.) WITH PRESCRIPTION**
- LAKES AND STREAMS**
- LOTS**

ZONING AMENDMENTS:

DETAILS REGARDING THESE SITES ARE FILED IN THE PLANNING AND COMMUNITY DEVELOPMENT DEPARTMENT

- ▲** OVERLAY ZONING DISTRICT
- ★** PLANNED UNIT DEVELOPMENT (P.U.D.) OR PLANNED DEVELOPMENT

Current Conditions

Current Land Uses

The 1.2 mile long corridor includes a variety of commercial uses including 7 hotels with 993 rooms total. The corridor serves as the largest concentration of hotel rooms in the Village, which generate over \$900,000 annually in hotel / food and beverage taxes. In addition, the corridor includes Mitsuwa Market, and several office complexes including a regional office for OHSA. In total the corridor includes almost 2.2 million square feet of commercial space as depicted in the table below.

One of the main attributes of the gateway is the full access interchange at Arlington Heights Road and I-90, which provides excellent access to O'Hare International Airport, which is just 6 miles southeast. Characteristics of the Corridor as outlined in the 2015 Comprehensive Plan include:

- Large roadway pavement 6 to 9 traffic lanes
- Overhead utility lines on west side of road
- Lack of identity
- Buildings of various setbacks; 1 to 5 floors height, lack of uniformity.

Positive Attributes of Corridor include:

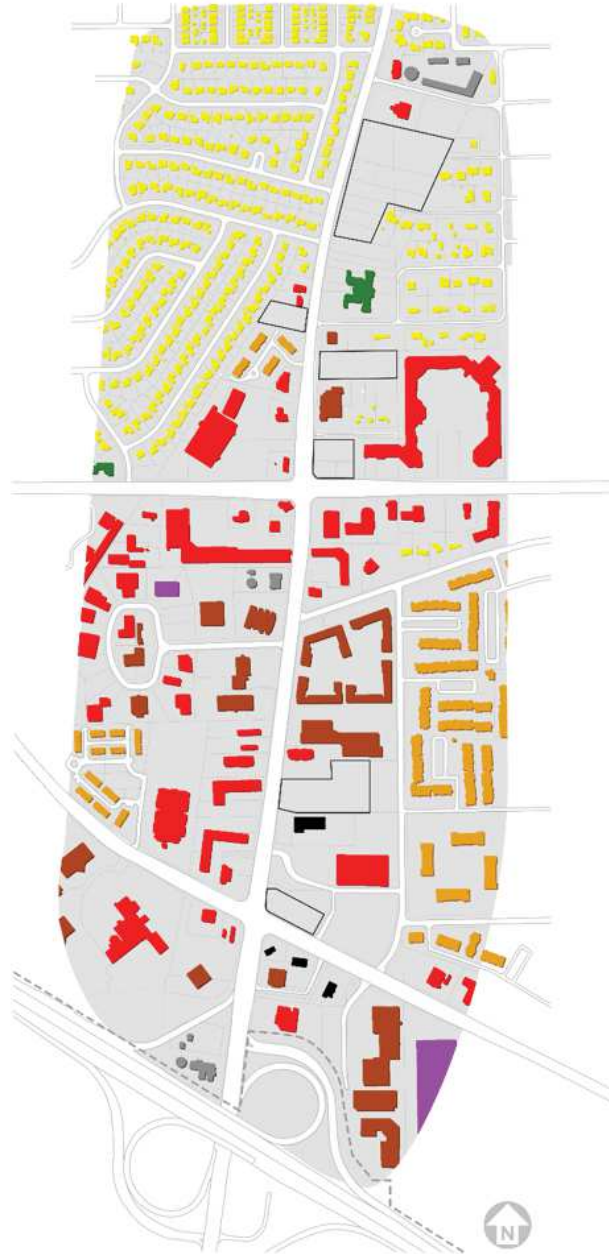
- Great Access (I90)
- High Traffic Volumes
- Seven Hotels with over 900 rooms
- Economic Impact (Value of Land)
- Development Opportunities

The total square feet of property has an equalized assessed value of just over \$83.0 Million, which equates to real estate taxes of approximately \$8.30 million annually. Of that, 12% is allocated to the Village, or \$1.0 million annually.

<i>Use</i>	<i>Square Footage</i>
Retail	363,561
Industrial	304,506
Hospitality	455,731
Office	740,378
Flex Space	73,424
Healthcare	161,133
Vacant	73,844
Other	9,145
<i>Total</i>	<i>2,181,722</i>

Current Conditions

Land Uses



Long Term Vision

Vision

The Long Term Vision for this corridor includes both public improvements and private redevelopment. The Village should pursue a strategy that facilitates economic development via public enhancements to the corridor in addition to actively working with property owners of development sites.

Components of this vision include:

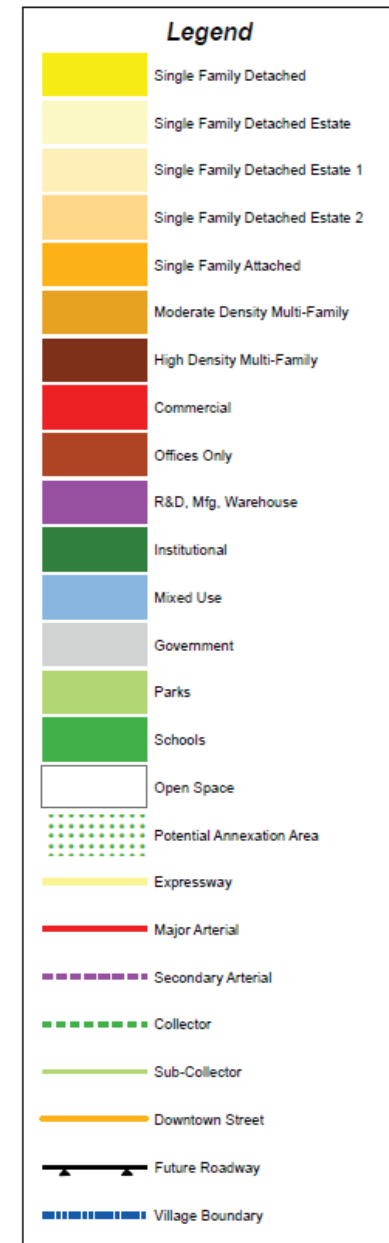
- Amending the Comprehensive Plan to allow for flexibility in development, including adopting an Overlay Zone to guide redevelopment.
- Corridor Enhancements such as landscaping improvements, mobility improvements for pedestrians, and creating an identity / branding for the corridor.

Comprehensive Plan – Proposed

One of the first steps to facilitate development is amending the Comprehensive Plan Future Land Use Map. The current land use map (see p.6) separates land uses by categories such as commercial, offices, and government. The proposed land use plan (at right) would re-designate all parcels along the east side of Arlington Heights Road from I-90 to Seegers Road to Mixed Use. This Mixed Use area would extend east to Tonne Drive. Mixed uses should include retail, restaurants, entertainment and residential uses. The rental apartment development market is currently strong and can serve as a driving force to any mixed use development proposals.

Long Term Vision

Comprehensive Plan - Proposed



Long Term Vision

Landscaping - Focal Points

In order to create a positive identity for the corridor, enhancements such as landscaping and focal points should be designed and implemented in coordination with new development. Focal points are illustrated in the map at right at major intersections and entryways to the corridor area. This can include a higher level of tiered landscaping as well as decorative features such as artistic lighting. New landscaped parkways can be created by moving the carriage walk sidewalks back 8 to 10 feet to provide a landscaped buffer between the road and new sidewalks.



I-90 Exit Existing



I-90 Exit with Proposed Gateway Feature

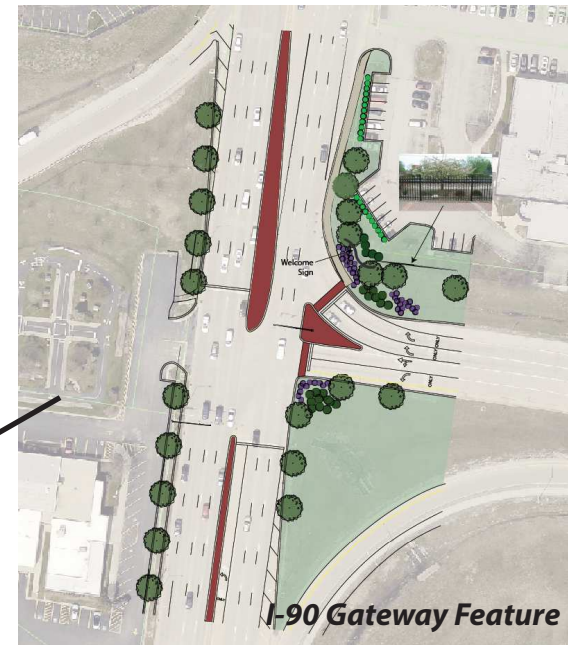
Long Term Vision

Corridor Enhancements

- Entryways/ Focal Points
- Intersection



**Algonquin Road
Intersection Improvements**



I-90 Gateway Feature

**Example of branding
from Rand Road Corridor**



Long Term Vision

Landscaping - Medians

In addition, landscaped medians along Arlington Heights Road can provide for enhanced safety by directing autos and trucks to protected left turn lanes rather than the current system of dual left turn lanes. Adding greenery to the center roadway can also break up the massing of the concrete roadway. Installing landscaped medians will require IDOT approval and will need to maintain access to abutting properties.

Median islands can be phased in over time, depending on timing of redevelopment, funding, and IDOT approvals. The illustration at right depicts islands along the southern portion of Arlington Heights Road from Algonquin Road north to the Holiday Inn. This concept includes a new traffic signal in front of the former Wellington site, which is critical to installing the medians as depicted.

The Village should work with adjacent property owners to encourage sharing of driveways to minimize curb cuts and driveways. With redevelopment of parcels, especially on the east side of Arlington Heights Road, cross access easements should be required to enhance vehicular and pedestrian movements within each property.

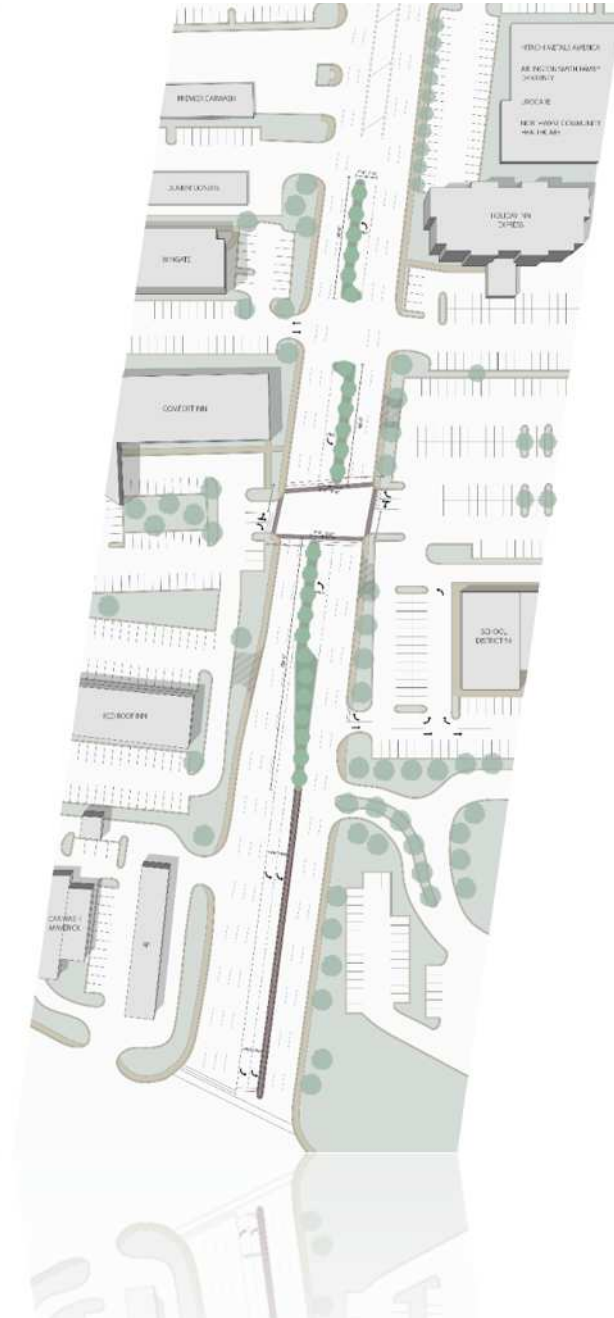
Long Term Vision



Existing



With Improvements



Long Term Vision

One significant negative feature of the corridor are the ComEd overhead power lines on the west side of Arlington Heights Road. Several communities have worked with ComEd on burial or relocating similar power lines in order to enhance the aesthetics of the area. Not only would relocation or burial improve the aesthetics of this corridor, it would also create space to move the current carriage walk sidewalks 8 to 10 feet from the roadway. However, burial or relocation is very expensive and the feasibility of implementing is difficult and complex.

One option to explore is creating an easement along the rear of the properties so that the power lines can be relocated behind the properties which front on the west side of Arlington Heights Road. The illustration on the facing page depicts a possible route for related power lines.

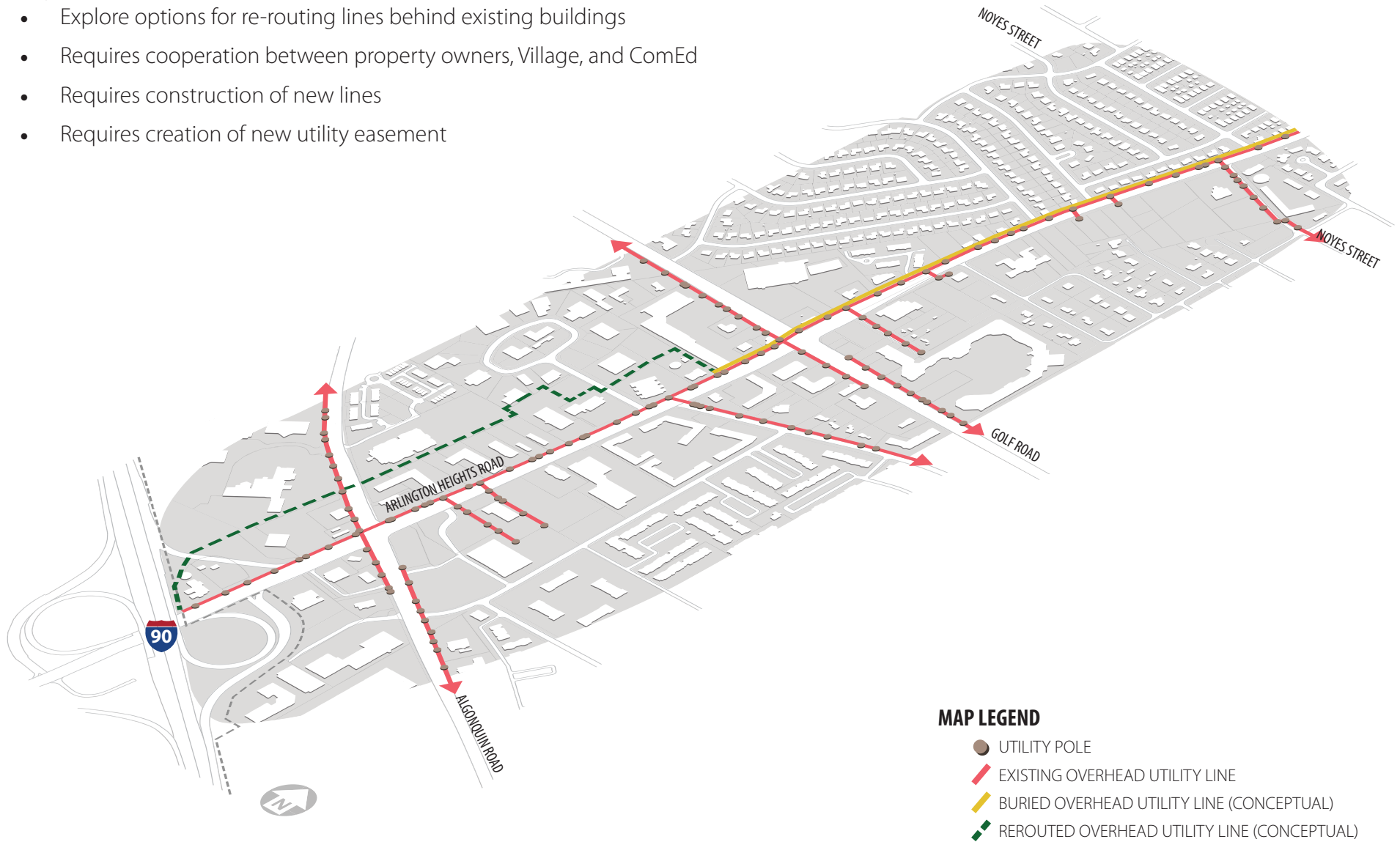


Existing Conditions - Southbound Arlington Heights Road at Golf Road

Long Term Vision

Utility Poles - Current and Proposed

- Explore options for re-routing lines behind existing buildings
- Requires cooperation between property owners, Village, and ComEd
- Requires construction of new lines
- Requires creation of new utility easement



Long Term Vision Mobility

Pedestrian improvements to enhance walking the corridor was rated the highest in importance in the community preference survey. On a scale of 1 to 10, pedestrian improvements rated an 8.7 average, just ahead of “redevelopment of parcels” in level of importance. The current corridor is auto dominated with as many as 9 lanes of traffic at the intersections of Golf Road and Arlington Heights Road and Algonquin Road and Arlington Heights Road. In between there are 6 traffic lanes with multiple curb cuts. The existing sidewalks are “carriage walks” which directly abut the roadway with no separation other than the curb. This provides for a very uneasy experience for pedestrians being so close to auto and truck traffic traveling at fairly high speeds. Due to the large cross sections of the roadways, crossing the intersection is not inviting. Several issues exist which must be addressed to improve connectivity and make pedestrians feel safe when walking the area.

Issues are identified below with possible solutions / improvements proposed:

<i>Issue</i>	<i>Proposed Improvement</i>
Carriage Walk Sidewalks	Set back new sidewalks 8 to 10 feet off of roadway and include a landscaped parkway separating the roadway from the sidewalk.
Connectivity between Private properties	Work with property owners on providing additional pathways / interconnections between private properties to allow for options for pedestrians to circulate.
New Crosswalks	Advocate for new traffic signal and pedestrian crosswalk in front of School District 59 site as part of redevelopment of site.
Existing Traffic Signals / Pedestrian Crossings	Replace striped crosswalks with wider 12 foot wide stamped and colorized concrete crossings to draw attention to the crosswalk. Evaluate with IDOT the current timing of the pedestrian activated crossing timed signals to assure adequate timing for pedestrians to cross.
Bike Routes	Implement the “Sidepath” off street bike path along Golf Road.

Midblock Traffic Signal / Pedestrian Crosswalk

A major component of enhancing pedestrian mobility is a new mid block traffic signal on Arlington Heights Road approximately 625 feet north of Algonquin Road. A new signal would serve as a primary entry into new development on the east side of Arlington Heights Road at the School District 59 / former Wellington sites. The signal would also serve two hotels on the west side of Arlington Heights Road.

Subject to IDOT approval, this signal would be timed with the signal at Algonquin Road, similar to the traffic signal in front of the Double Tree Hotel,

which is approximately 725 feet west of Arlington Heights Road. There is also a signal on Algonquin Road approximately 675 feet east of Arlington Heights Road at Tonne Drive. A new intersection would not only serve pedestrians, but also allow for other properties to benefit via cross access easements on private property. Further, curb cuts on Arlington Heights Road could be reduced and combined to limit the number of cuts onto Arlington Heights Road. These are benefits that IDOT takes into consideration when approving new signals.

Public Transit

Public transit is available via Pace bus routes and the Pace Call-n-Ride service. Exiting routes are in the map on page 23. Although there is no Pace bus route from this corridor north to the Downtown Metra train station, the Call-n-Ride provides service to the area for persons who need transit to the Metra station. Unfortunately, a PACE bus route used to run north to downtown Arlington Heights but that service was cut years ago due to lack of ridership. With redevelopment of this corridor, the Village should reach out to PACE and evaluate if this route could be reinstated if warranted.

Long Term Vision

Improving Pedestrian Walkability



Transportation

- Proposed intersection and crossing location improvements at Golf & Arlington Heights Rd.



Long Term Vision

Midblock Crosswalk / Traffic Signal

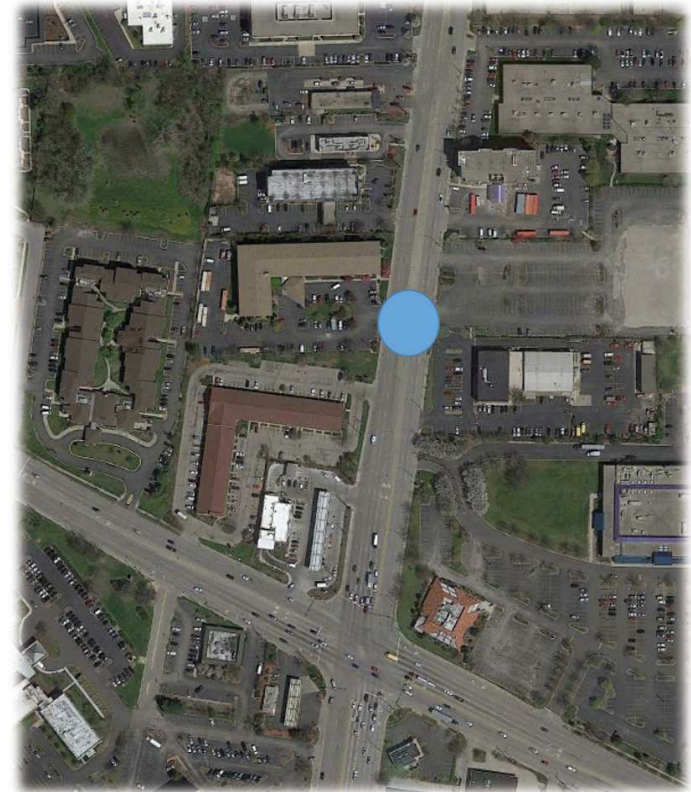


Proposed



Current

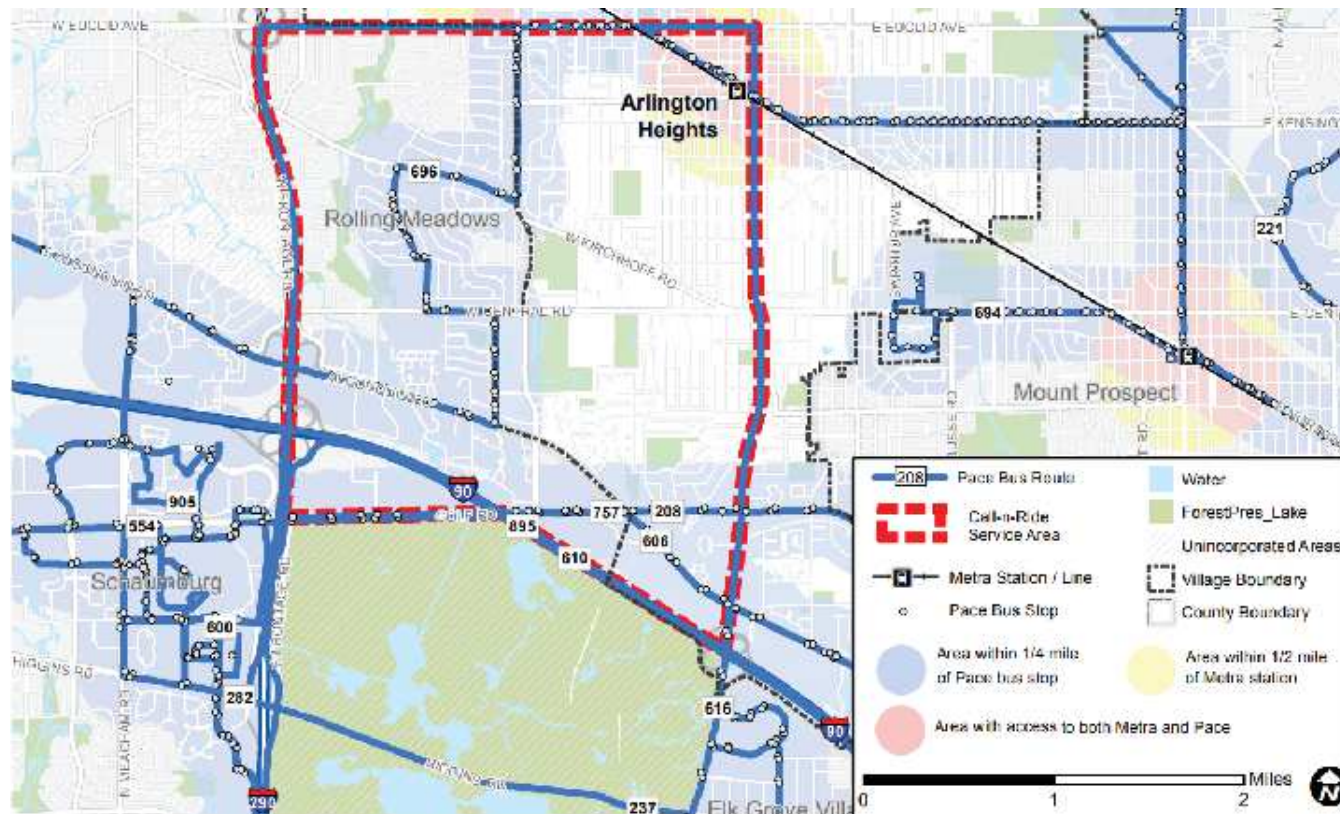
Long Term Vision



Long Term Vision

Transit Access

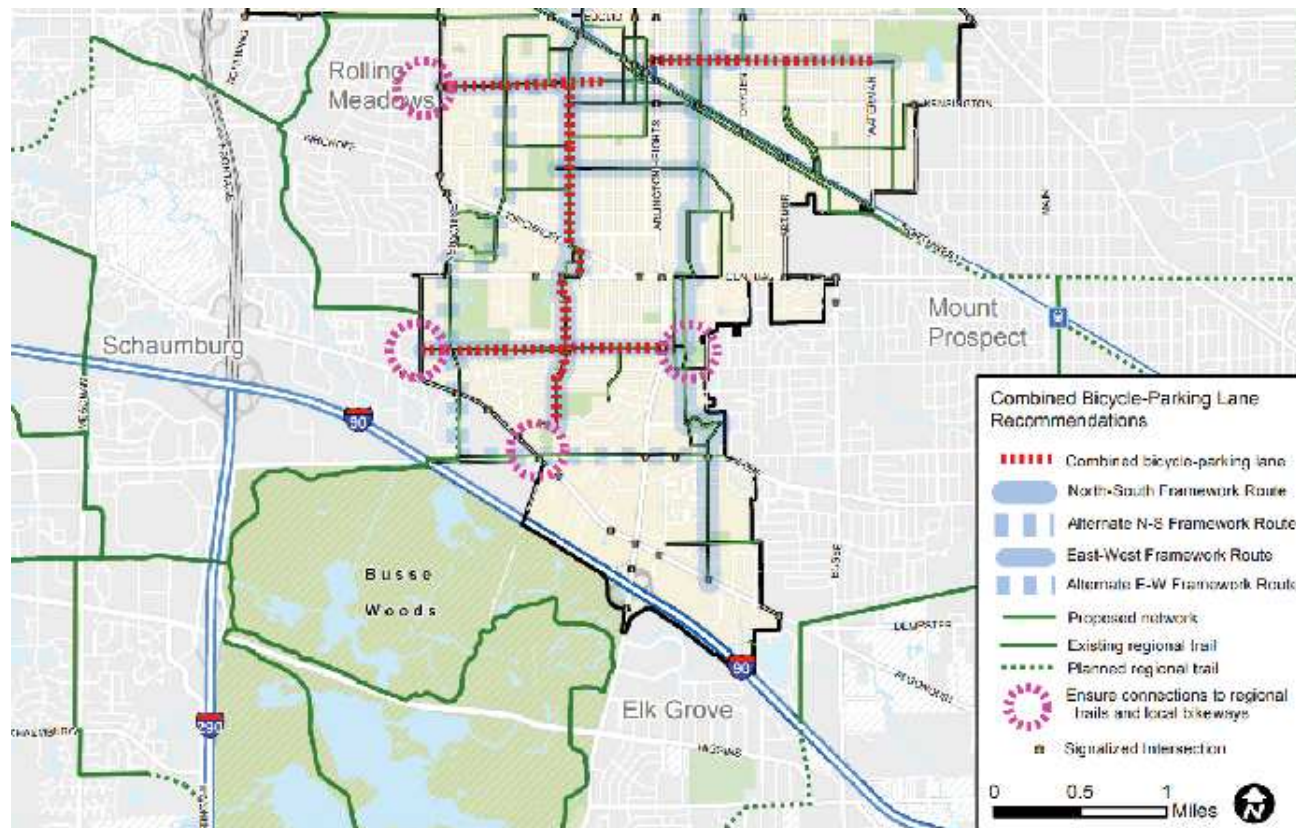
The map below illustrates existing transit options serving the corridor. Several East/West routes serve the area, but there is no route connecting to downtown Arlington Heights/Metra. The Township has a Call N ride service for a portion of the area. The Village should work with PACE regarding location/space needs for new bus stop shelters. In addition, as new development is built, the Village should discuss with PACE reinstating the Arlington Heights Road route to downtown.



Long Term Vision

Bicycle Infrastructure

In 2017, the Village Board approved the Bicycle and Pedestrian Policy Plan for the Village. The map below illustrates existing and proposed routes in the south end of the Village. Golf Road has been designated as an East/West Framework Route, therefore redevelopment of properties along Golf Road should include implementation of this new bike route. Please refer to the Bicycle and Pedestrian Plan for more detailed information.



Long Term Vision

Development Opportunities

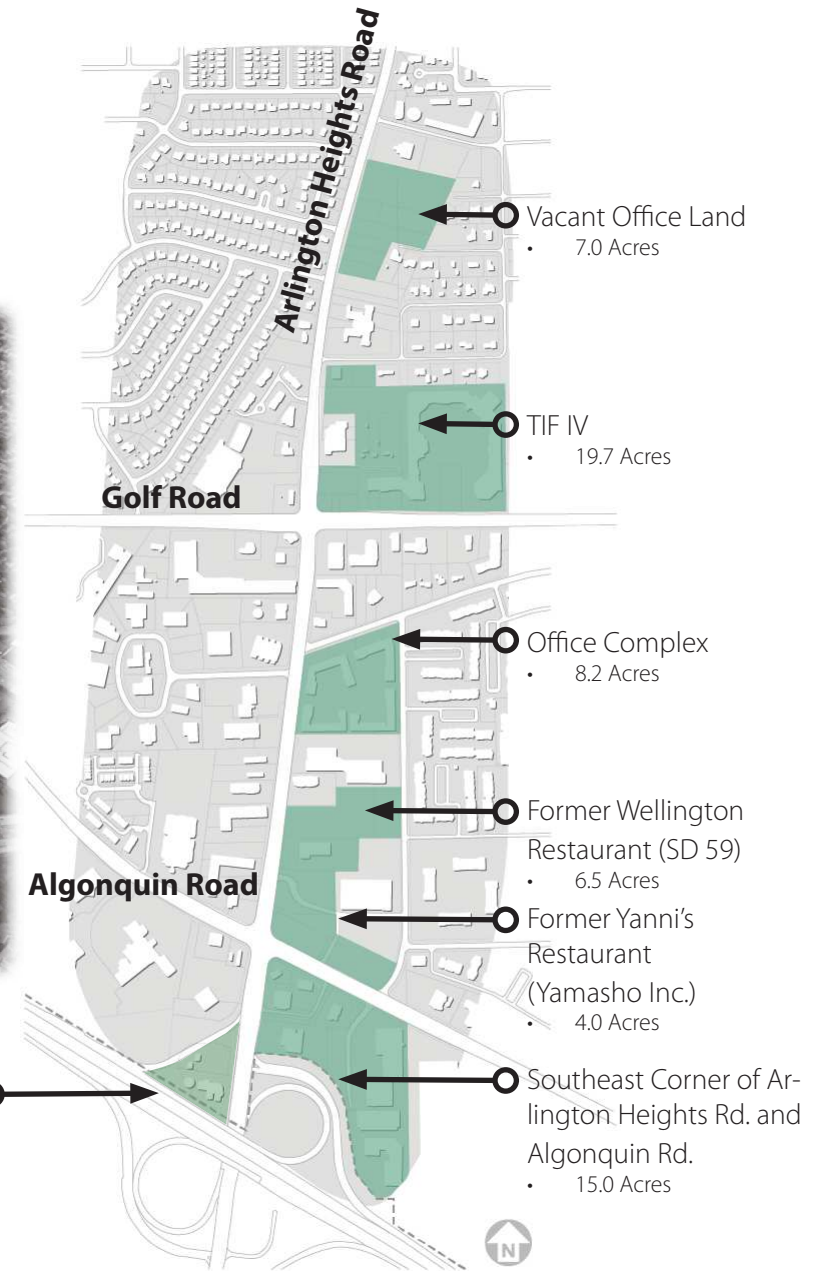
There are seven development opportunity areas as depicted in the map on the facing page totaling approximately 60 acres of land. These properties represent a great opportunity to transform the corridor and implement the ideas put forth in this Plan.

The Village is actively seeking to redevelop portions of TIF 4 at Golf Road and Arlington Heights Road, and several other areas identified are being actively marketed to developers by the current owners.

This section of the Plan provides details regarding the development sites and how they could develop. Sustainable development practices shall be evaluated with each project



Long Term Vision



Long Term Vision

Vacant Office Land

There are several parcels of vacant land under the ownership of two separate owners. The southern 2.0 acres is being marketed for sale and several medical office developers have shown interest in developing. The northern 5.0 acres does not appear to be on the market and there has been very few inquiries about developing.

Both areas are designated as Offices Only on the Comprehensive Plan which allows for 1 or 2 floor development for professional offices or medical offices. Institutional uses such as the recent Autumn Leaves memory care facility, should also be considered for these sites.

Key Development Standards

- Up to 2 floors
- Extensive landscaping buffer along the rear adjacent to single family homes
- Cross access easements interconnecting properties
- Office uses, medical or professional; Institutional uses such as care facilities

Long Term Vision



Long Term Vision

Tax Increment Financing District 4

Almost 20 acres of land comprise this development opportunity, which is included in TIF District #4 established in 2002. Since that time the Village has attempted to facilitate redevelopment of the multiple parcels, including acquiring several parcels. Currently the Village is working with a developer for the 1.4 acre corner for a Taco Bell and Wendy's. In addition, in late 2017 the Village hired a consulting firm to evaluate the highest and best use for the remainder of the area. The results of this study will form a basis for moving forward with possible additional redevelopment. The area is designated for Commercial, however mixed land uses may be considered based on market conditions.

Key Development Standards

- Focal point at NE corner of Arlington Heights Road and Golf Road
- Move sidewalks 8 to 10 feet from roadways and create landscaped parkways.
- Consolidation of parcels for redevelopment
- Mixed uses may be considered such as commercial, multi family housing, senior housing
- Up to 4 or 5 floors height
- Extensive landscaping to provide buffer to adjacent residential properties to north and east
- Implement bike route sidepath along north side of Golf Road
- Commercial Frontage

Long Term Vision



Long Term Vision

Office Complex

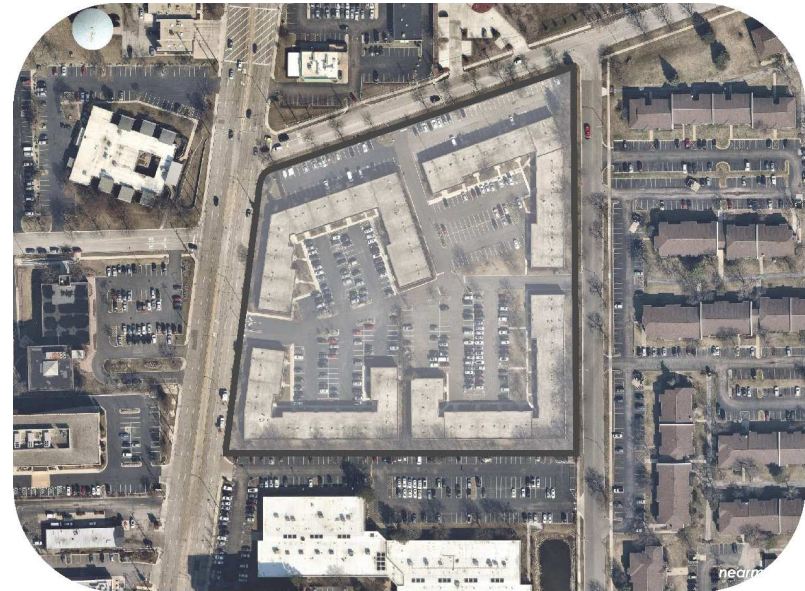
This single story office complex is approximately 40 years old and the current owner is evaluating redevelopment options. Current zoning is OT Offices which allows office uses only. The property, which is 8.2 acres, is suited to more intensive use possibly including commercial and residential land uses.

The property has access to three streets, however left turns onto Arlington Heights Road are difficult and pose safety concerns. Redevelopment should take advantage of Seegers Road for access for southbound turning movements onto Arlington Heights Road.

Key Development Standards

- Mixed use; commercial along Arlington Heights Road, residential to rear along Tonne Drive.
- Potential for landscaped median along portion of Arlington Heights Road while maintaining access to abutting properties
- Up to 4 or 5 floors height
- Primary access points on Seegers Road and Arlington Heights Road
- Possible cross access with property to south

Long Term Vision



Long Term Vision

Former Wellington Restaurant (School District 59)

This site is the current location of School District 59 administration offices, which are relocating to Elk Grove Village. In addition, several years ago the school district acquired the former Wellington banquet hall with the intention to redevelop for a new administration building and maintenance yard. However, with the decision to relocate, the school district decided to list the whole site for sale via closed bid. A developer has the property under contract and is evaluating options to redevelop the site, possibly for mixed uses.

Redevelopment of this site provides a great opportunity to begin addressing many of the goals of this corridor plan including the following:

Key Development Standards

- New mid block traffic signal and pedestrian crosswalks
- Mixed use development with commercial, entertainment, and residential land uses
- Enhance connectivity of properties to the north and south for safer pedestrian and auto access and circulation
- Enhanced corridor landscaping and lighting
- Relocation of carriage walk sidewalks by setting back 8 to 109 feet from roadway, including new parkways with trees
- Partial installation of new landscape medians within the center of Arlington Heights Road
- Up to 4 or 5 floors height
- Commercial Frontage

Long Term Vision



Long Term Vision

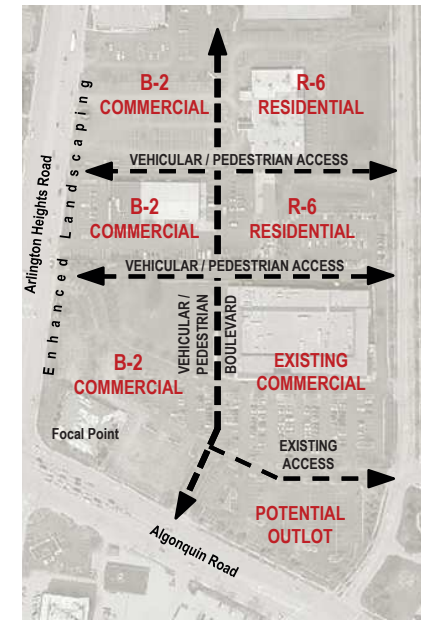
Former Yanni's Restaurant (Yamasho Inc.) - 4.0 Acres

This highly visible site includes two parcels. One parcel is the former Yanni's Restaurant at the NE corner of Arlington Heights Road and Algonquin Road. A private developer has acquired the site and plans to construct a 6,000 square foot building for a food court featuring Asian cuisine. The second parcel is owned by Yamasho Inc. and is adjacent to the west of the Mitsuwa Center. This site was once planned for a hotel, however the site sits vacant.

These two parcels provide an opportunity to link to and interconnect with the School District 59 sites to the north by providing cross access for pedestrians and autos. The graphic in the lower right corner depicts this concept which would benefit all the subject properties by enhancing access to existing and proposed traffic signals. Development of these sites should focus on commercial uses, preferably restaurants given the great visibility.

Key Development Standards

- Develop a focal point at the NE Corner of Arlington Heights Road and Algonquin Road
- Move carriage walk 8 to 10 feet off of roadways and provide a landscaped parkway
- Cross access easements; create private "boulevard" north/south for pedestrians and vehicles as illustrated below
- Focus on commercial uses especially restaurant and retail, up to 2 floors height



Long Term Vision



Long Term Vision

Southeast corner of Arlington Heights Rd. and Algonquin Rd.

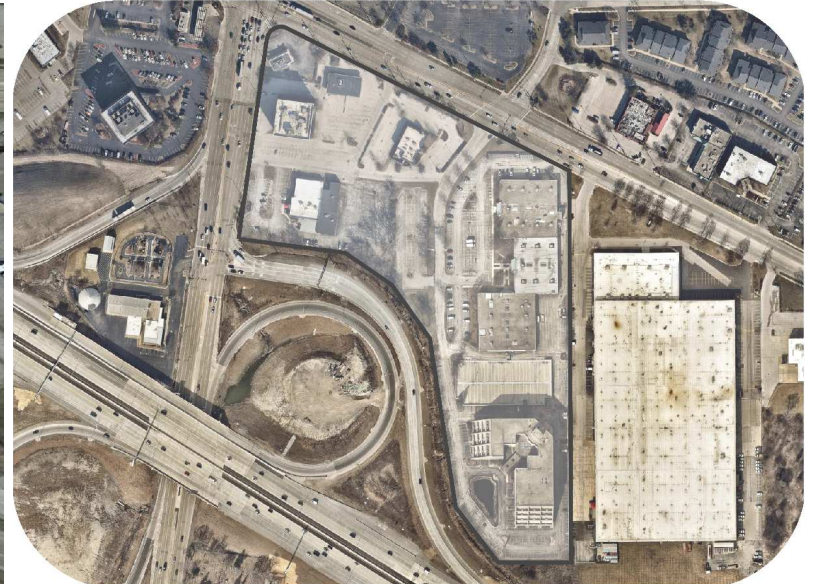
This redevelopment site consists of several parcels owned by multiple property owners totalling up to 15 acres. The portion of the site near the Southeast corner of the intersection is owned by Bradford Allen Real Estate. This includes the 5 floor office building, former Cash for Gold commercial building, the vacant drive through bank, and the former Appleby's restaurant site. The current owner is actively seeking developers to redevelop these parcels for commercial and or mixed uses. The area for redevelopment could also include the existing Guitar Center retail building and site, as well as the one story office building to the east at 145 E. Algonquin Road. The Daily Herald may be looking for investment in their office building as well.

This prominent location along the I-90 corridor provides yet another great opportunity to enhance the corridor. As envisioned in the STAR Line Master Plan, approved in 2009, the area should redevelop for higher density, preferably mixed uses including restaurants, retail, residential and possibly entertainment. If the market warrants, a new hotel unique to the area could be considered given the access, visibility, and proximity to O'Hare.

Key Development Standards

- Mixed use commercial, restaurants, retail, hotel, residential, entertainment uses
- High density up to 10 to 12 floors (However, the STAR Line Master Plan called for up to 25 floors with transit options)
- Consolidate access points
- Move sidewalks 8 to 10 feet off roadways and create landscaped parkways
- Key access at Tonne Road and Algonquin Road
- Create focal points at corners of site at Arlington Heights Road and Algonquin Road; at Tonne Road and Algonquin Road; at I-90 off ramp at Arlington Heights Road

Long Term Vision



Long Term Vision

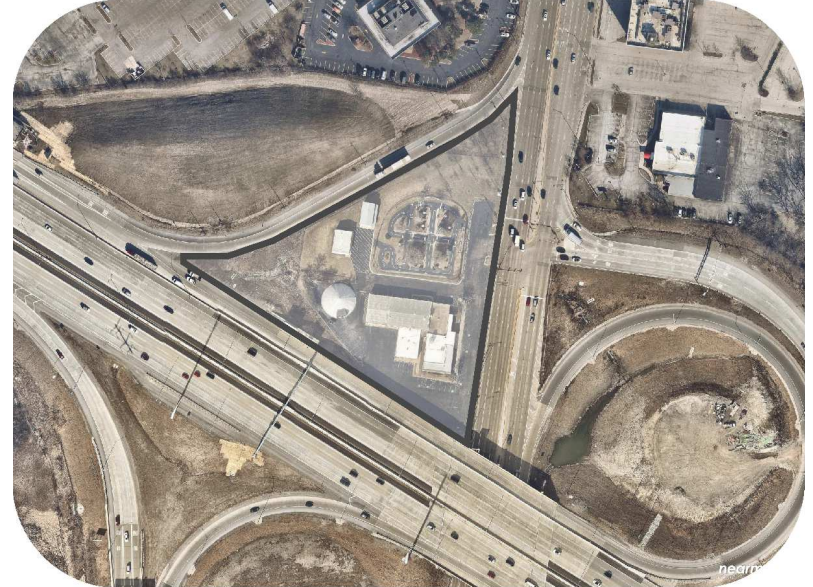
Elk Grove Township Site

This 2.5 acre site is the former location of the Elk Grove Township offices, and is currently being marketed for sale. The parcel is irregularly shaped but has great visibility to I-90 and Arlington Heights Road. There is a full access traffic signal serving the site on Arlington Heights Road. Currently zoned R-1 residential, the site is suitable for commercial zoning. As a gateway into the village, this site provides an opportunity to enhance the appearance of the southernmost portion of the corridor.

Key Development Standards

- Commercial uses, multiple floors depending on design and parking
- Enhanced landscaping along Arlington Heights Road as a focal point
- Provide new sidewalk along roadway 8 to 10 feet from road.

Long Term Vision



Long Term Vision

Phasing of Improvements

Public and Private Improvements

Phasing of improvements will depend on funding, timing of redevelopment of private parcels, IDOT approvals and level of feasibility. Certain improvements can move forward quickly, such as the recent installation of the new “Welcome” decorative banners along the corridor. Others will be linked to new development, which could take several years. The table below lists various improvements, public or private, short term or longer term, and level / degree of feasibility.

Several recommendations are outlined in the following section. Each include “actions” which need to take place in order to facilitate improvements. Much depends on the availability of funding therefore the Village should in 2018 fully explore funding options and make recommendations to the Board on moving forward with establishing funding sources to expedite improvements. This process should include recommending items in the 5 year Capital Improvement Plan.

<i>Item</i>	<i>Term</i>	<i>Feasibility</i>
Decorative banners	Short	High
Focal Points / Identification Features	Longer	High
New Sidewalks 8-10 feet off roadway	Longer	High
New mid block traffic signal /Ped crosswalks	Longer	Moderate/High
Burial of Com Ed Utility lines	Longer	Lower
New landscaped medians	Longer	Moderate/High
Enhanced crosswalks	Short	Moderate/High
Redevelopment of Parcels	Longer	High

Long Term Vision

Preliminary Cost Estimate

<i>Improvement</i>	<i>Low Estimate</i>	<i>High Estimate</i>	<i>Number/Amount</i>
Landscaped Medians	\$125,000	\$200,000	600-1,000 Linear Feet
Tollway Gateway	\$81,000	\$165,000	-
Entryways/Focal Points	\$105,000	\$175,000	7 locations
Banners	\$25,000	\$50,000	-
Traffic Signal	\$250,000	\$350,000	-
Crosswalks	\$200,000	\$225,000	1500 Linear Feet/ 18,000 Square Feet
Sidewalks	\$250,000	\$300,000	17,400 Linear Feet
Intersections	\$100,000	\$200,000	3 locations
Contingency	\$227,200	\$333,000	20% of estimate
<i>Subtotal</i>	<i>\$1,363,200</i>	<i>\$1,998,000</i>	-
Power Lines	\$2,500,000	\$5,000,000	-
<i>Total</i>	<i>\$3,863,200</i>	<i>\$6,998,000</i>	-

Funding

There are numerous public and private improvements identified in this study such as landscaping, signage, pedestrian enhancements, traffic signal, focal points, power lines burial/relocation, and private development/redevelopment of parcels. Several sources of funds which should be explored for improvements necessary to implement this Plan, including developer funds.

However, given the extent of public improvements, public funds will likely be necessary as well. Depending on the type and scope of public improvements, funding sources may be available such as: Tax Increment Financing, Special Service Areas, Special Assessments, Business Districts, Sales Tax Revenue Sharing, General Funds, and State and Federal Grants. Multiple funding options may prove effective in facilitating the recommendations of this plan. The following summarizes several tools potentially available subject to further study and analysis. Also included is an evaluation of their effectiveness as a funding source for various improvements.

Special Service Area

An SSA is a property tax that can be used to fund a wide range of services and physical improvements within a specific geographical area. In addition, State Statute defines special services as “all forms of services pertaining to the government and affairs of the municipality.” Items such as marketing, special events, seasonal decorations, maintenance and general upkeep of area can be included. Public improvements can be funded such as streets, sewers, landscaping, parking, lighting, among other items. When establishing an SSA, specific projects and costs must be known at the time of approval. Public hearings are required to establish a SSA and if a majority of property owners within the proposed SSA object to the SSA it cannot be established.

Tax Increment Financing

Tax Increment Financing is a development tool that allows for incremental real estate taxes generated by new development to fund public and private improvements in a defined geographic area. The area must be found to be blighted pursuant to State Statute and the municipality must approve a Redevelopment Plan for the TIF District. The process to consider a TIF includes a public meeting of the impacted taxing districts and a public hearing of the municipality. TIF district's last for 23 years.

Business District

A Business District allows for an additional sales tax up to 1% for a specific geographic area. The funds generated can be used for a range of redevelopment activities such as land acquisition, infrastructure, marketing, among others. The municipality must find that the area is blighted per State Statute and public hearing must be held to consider a Business District. They can last up to 23 years.

General Fund

The Village could allocate a certain percentage of the Village share of property taxes from new development towards improvements in the area.

Funding

Sales Tax Revenue Sharing

The Village currently has a program to share a portion of Village sales tax revenue generated by large sales tax generators such as auto dealerships and big box retailers. These funds are used to reimburse a retailer for extraordinary development costs.

State and Federal Grants

Grants typically can be used for public improvements however due to current fiscal limitations these types of grants are limited. State and Federal

Grants

Grants typically can be used for public improvements however due to current fiscal limitations these types of grants are limited.

Evaluation of Funding Options

The matrix below evaluates the funding options as they correlate to the categories on a scale of 1 (Low) to 5 (High). A score of 0 (No) indicates that funding via that category is not allowed by Statute. The scores are based on the usefulness of each category, and the potential funds generated by that option.

	<i>Marketing/Events</i>	<i>Infrastructure</i>	<i>Maintenance</i>	<i>Redevelopment</i>
<i>Special Service Area</i>	High (5)	High (5)	High (5)	Low (2)
<i>TIF</i>	High (5)	High (5)	No (0)	High (5)
<i>Business District</i>	High (5)	Moderate (3)	High (4)	Low (1)
<i>General Fund</i>	High (5)	Low (1)	Moderate (3)	Low (1)
<i>Sales Tax Share</i>	No (0)	Moderate (3)	Low (1)	Moderate (3)
<i>Grants</i>	No (0)	Low (2)	No (0)	No (0)

A review of funding options as they relate to the goals of this corridor plan indicate that the two most effective tools to implement the objectives are Tax Increment Financing and Special Service Area. Municipalities have used these two tools in combination to address certain items based on timing, scope and cost. Both require a public process to approve and include specific goals and objectives as well as improvements to be considered.

Summary

The following recommendations are made in order to implement the corridor goals and objectives stated in this Plan:

Recommendation 1: Sidewalks

Carriage walk sidewalks should be move 8 to 10 feet from roadway to create a parkway separating the new sidewalks from the roadway providing a safer pedestrian environment.

Action: As property redevelops, require new sidewalks meeting standard. Improvement could be installed via Special Service Area.

Recommendation 2: Traffic Signal

A new mid block traffic signal should be pursued approximately 625 feet north of Algonquin Road to provide a centralized main access point for future redevelopment of the Wellington's and School District 59 site.

Action: Meet with IDOT officials regarding feasibility. Pursue with redevelopment of SD 59 site and commission feasibility study.

Recommendation 3: Pedestrian Crossing

As part of a new traffic signal, pedestrian crossings should be included to provide a safe mid block crossing.

Action: Meet with IDOT officials. Pursue with redevelopment of SD 59 site.

Recommendation 4: Pedestrian Crossings at Major Intersections

Enhanced pedestrian crossing should be provided that are 10 feet wide and colorized concrete. Crosswalk timing systems should be evaluated to provide adequate time for pedestrians to cross.

Action: Meet with IDOT to discuss pedestrian enhancements at intersections.

Recommendation 5: Decorative Banners

Install on existing light poles in corridor.

Action: Design long term permanent banner polls.

Recommendation 6: Focal Points

Develop design options for focal points at intersections and entryways to corridor.

Action: Prepare design details and cost estimates.

Recommendation 7: Funding Options

Explore funding options, in particular Tax Increment Financing and Special Service Areas.

Action: Meet with property owners for preliminary discussions regarding an SSA and TIF.

Summary

Recommendation 8: Amend Comprehensive Plan

Amend Comprehensive Plan for are along east side of Arlington Heights Road from I-90 to Seegers Road.

Action: Include amendment in Ordinance approving this corridor plan.

Recommendation 9: Overlay Zoning District

Develop overlay zoning district with development standards and permitted uses specific to this corridor.

Action: Begin developing development standards and commence text amendment public process.

Recommendation 10: Coordinate with IDOT

Coordinate with IDOT early in process on public improvements which require IDOT approvals.

Action: Meet with IDOT to discuss concepts.

Recommendation 11: Coordinate with ComEd

Coordinate with ComEd on possible relocation or burial of overhead utility lines along the west side of Arlington Heights Road.

Action: Meet with ComEd officials to discuss options and feasibility.

Recommendation 12: Landscape Islands in Medians

Detailed design of new landscape islands in median along Arlington Heights Road.

Action: Constructions details for medians when ready to implement.

Recommendation 13: Identity/Branding

Work with business community in corridor area on creating an identity and branding for the corridor to market the area.

Action: Work with property and businesses in the corridor on a branding image for area.

Recommendation 14: Promotion

Promote area to developers and desired businesses such as restaurants and entertainment uses.

Action: Create brochure to market the area.

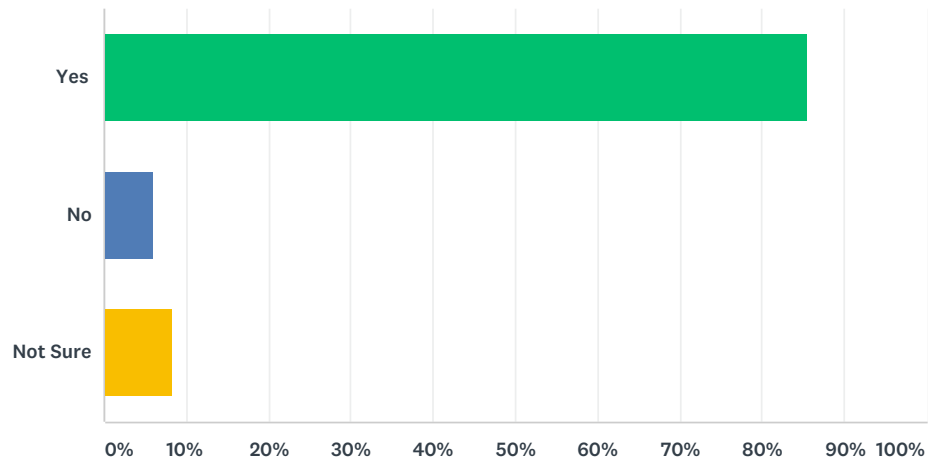
Recommendation 15: Coordinate with the Illinois Tollway Authority

Coordinate with the Illinois Tollway Authority on proposed cloverleaf landscaping improvements planned by the Tollway for interchanges such as I-90 and Arlington Heights Road.

Village of Arlington Heights
Prepared by the Department of Planning and Community Development

Q1 Do you think improvements are needed to the Corridor?

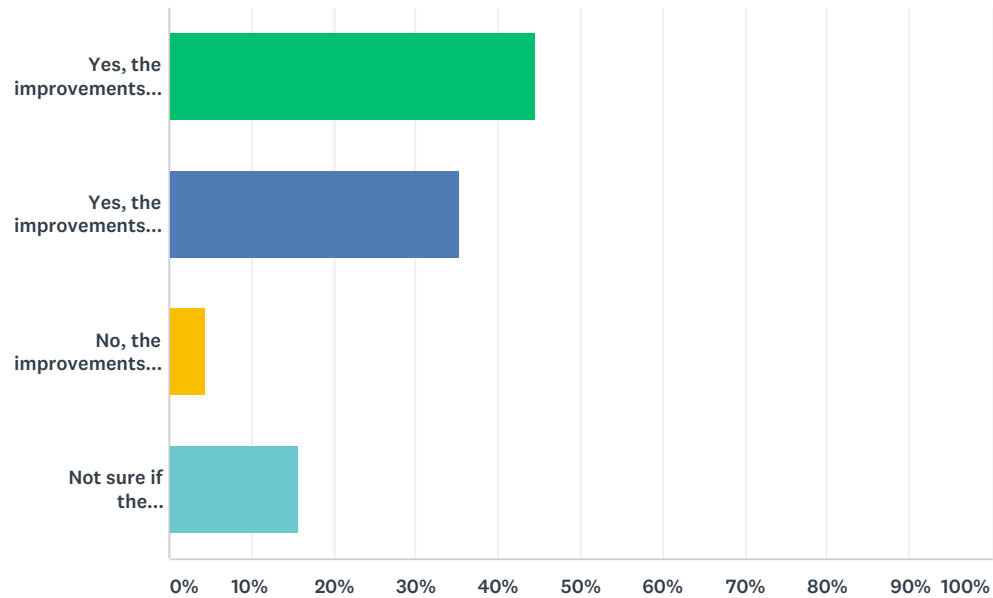
Answered: 603 Skipped: 1



ANSWER CHOICES		RESPONSES	
Yes		85.57%	516
No		5.97%	36
Not Sure		8.46%	51
TOTAL			603

Q2 Did you like the proposed concepts for improvements to the corridor that were presented?

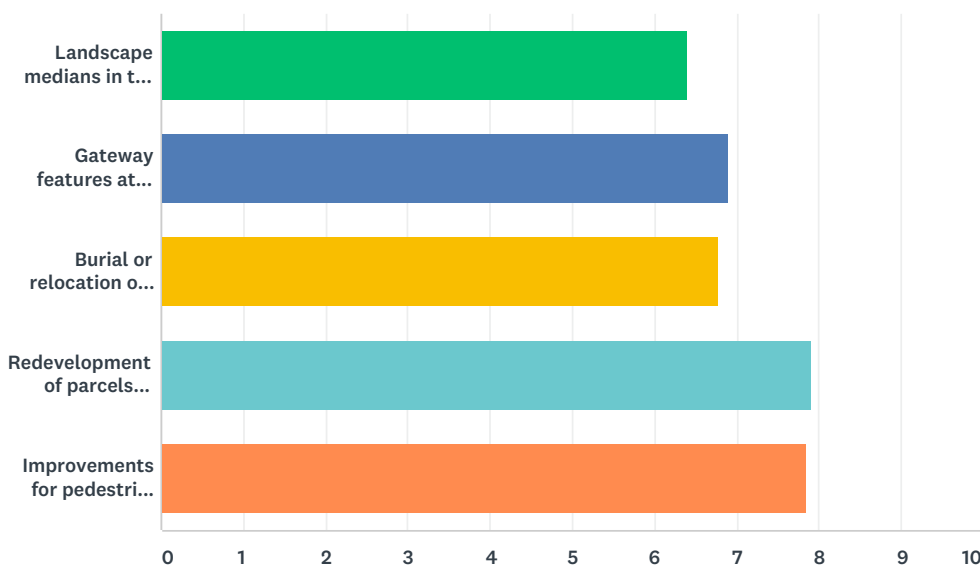
Answered: 596 Skipped: 8



ANSWER CHOICES		RESPONSES	
Yes, the improvements would be very beneficial		44.46%	265
Yes, the improvements would be somewhat beneficial		35.40%	211
No, the improvements would not be beneficial		4.36%	26
Not sure if the improvements would be beneficial		15.77%	94
TOTAL			596

Q3 Please rate each improvement listed below on a scale of 1 to 10 with 1 being not important and 10 being very important.

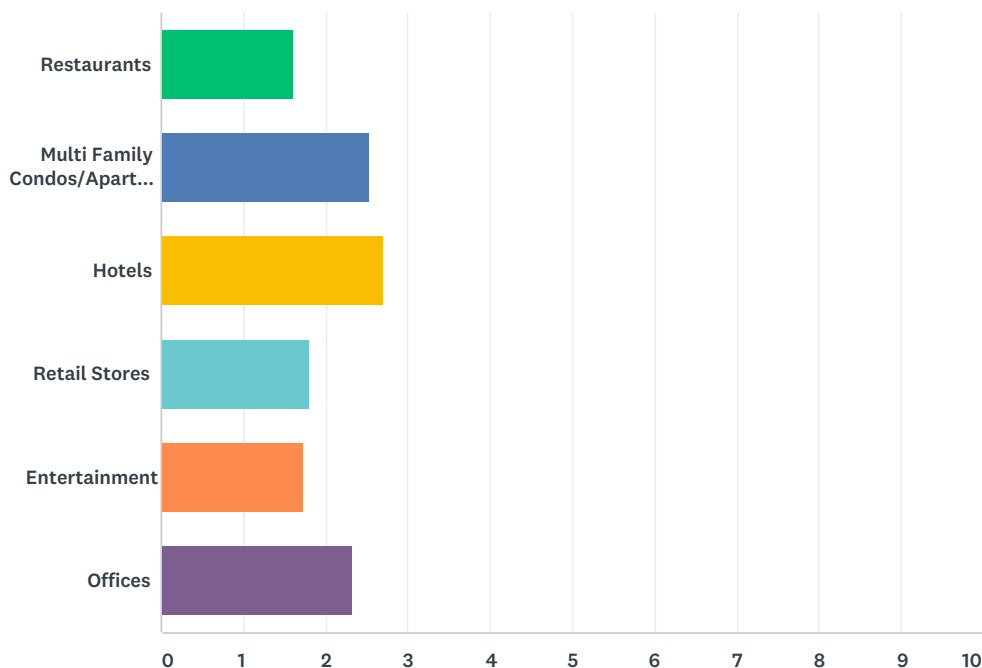
Answered: 603 Skipped: 1



	1	2	3	4	5	6	7	8	9	10	TOTAL	WEIGHTED AVERAGE
Landscape medians in the middle of Arlington Heights Road	10.13% 61	4.49% 27	6.64% 40	4.98% 30	10.80% 65	5.81% 35	14.29% 86	13.62% 82	7.81% 47	21.43% 129	602	6.4
Gateway features at entries to the corridor such as landscaping and focal points.	6.99% 42	3.83% 23	4.49% 27	4.33% 26	10.32% 62	6.32% 38	12.98% 78	16.64% 100	10.32% 62	23.79% 143	601	6.9
Burial or relocation of overhead power lines along Arlington Heights Road	7.82% 47	3.16% 19	5.49% 33	5.32% 32	10.98% 66	6.82% 41	13.48% 81	10.98% 66	10.98% 66	24.96% 150	601	6.7
Redevelopment of parcels along the east side of Arlington Heights Road	3.49% 21	1.99% 12	1.33% 8	2.82% 17	6.81% 41	4.32% 26	9.97% 60	19.77% 119	15.45% 93	34.05% 205	602	7.9
Improvements for pedestrians to walk the area in a safe manner	3.65% 22	1.50% 9	3.32% 20	4.15% 25	6.98% 42	6.64% 40	7.64% 46	12.46% 75	12.62% 76	41.03% 247	602	7.3

Q4 What land uses would you like to see more of in or near the corridor?

Answered: 602 Skipped: 2



	HIGH PRIORITY	MEDIUM PRIORITY	LOWER PRIORITY	NOT SURE	(NO LABEL)	TOTAL	WEIGHTED AVERAGE
Restaurants	52.90% 310	35.15% 206	9.90% 58	1.54% 9	0.51% 3	586	1.62
Multi Family Condos/Apartments	12.84% 76	27.53% 163	54.22% 321	4.73% 28	0.68% 4	592	2.53
Hotels	6.51% 38	24.32% 142	63.87% 373	4.28% 25	1.03% 6	584	2.69
Retail Stores	40.74% 242	41.75% 248	14.98% 89	1.85% 11	0.67% 4	594	1.80
Entertainment	47.91% 286	36.68% 219	10.89% 65	3.85% 23	0.67% 4	597	1.73
Offices	15.60% 93	42.95% 256	35.74% 213	4.70% 28	1.01% 6	596	2.33

Q5 In terms of establishing an identity for the corridor, one idea is to brand the corridor as "The Gateway District". Please provide any comments on this idea or any other branding concepts that come to mind.

Answered: 332 Skipped: 273

#	RESPONSES	DATE
1	Generally fine but vague. Consider referencing Southern, Southtown or Southside in the name so people know what you're talking about	11/10/2017 12:11 PM
2	na	10/19/2017 9:50 AM
3	Street light upgrades.	10/3/2017 6:16 AM
4	NA	10/3/2017 6:11 AM
5	Great Idea	10/2/2017 12:49 PM
6	I think there is much needed improvement to this area of Arlington Heights. Beautifying this area as well as draw restaurants/ businesses as this is the entrance to our town is very important to our community and is mostly overlooked.	10/2/2017 12:19 PM
7	We have been residents for the past 10 years in this area of Arlington heights. This would be a major reason for us to stay . Please follow through with your proposals. Finally a plan for this side of town !	9/30/2017 9:13 AM
8	This is where I live and would like it to be more like downtown AH.	9/30/2017 8:50 AM
9	I see this area as the entryway to Arlington Heights. It should have a welcome arch or other signage welcoming people to AH. The Gateway District doesn't make the connection to AH.	9/29/2017 9:03 PM
10	I like it!	9/29/2017 6:52 PM
11	The area is just ugly. We tell our friends that it is Elk Grove, and coming from 90, Arlington Heights begins at Kirchhoff. There is old school signage and a lot of concrete. A median with trees would break up the aesthetic, as would zoning changes that enforced uniform signage, any green space that could be squeezed in, and financial encouragement for larger corporations to replace the small strip malls.	9/29/2017 1:56 PM
12	love it	9/29/2017 12:18 PM
13	Retails and commercial buildings are abundant and empty in Arlington Heights. If you read the news, retail is dying. Just because if you build it, they will come does not work. Build green recreational space that everyone can enjoy. Promote healthy living by inviting residents to move it - which will bring more residents in the neighborhood. Concentrate restaurants in the same area like downtown Arlington Heights to draw people as destination for restaurants scene. Have a bigger planning goal of developing a town rather project by project- let see what happens. It seems this town is known for small sightedness. Consult urban planning expert - just building and having the buildings empty is not an improvement.	9/29/2017 7:30 AM
14	Seems like a giant waste of money.	9/29/2017 5:42 AM
15	I personally do not like the name. There are many "Gateways" into Arlington Hts.	9/28/2017 10:46 PM
16	Not sure sure I like it as it is very vague.	9/28/2017 10:45 PM
17	I like that!	9/28/2017 8:50 PM
18	none	9/28/2017 8:38 PM
19	fill in the vacant remodel where needed. hotel/restaurant is near toll way easy in /and out the median needs touch up old wellington space careful planning would be nice	9/28/2017 5:33 PM
20	I like the idea.	9/28/2017 12:25 PM
21	good enough	9/28/2017 11:29 AM

22	I feel that Arlington Heights is too over developed, undermaintained, and overtaxed. There is way too much retail space that is vacant, in and around Arlington Heights.	9/28/2017 11:02 AM
23	Doesn't sound terribly inviting to me. Sounds like a penal colony.	9/28/2017 10:26 AM
24	this has no identity, gateway to what?	9/28/2017 10:00 AM
25	N/A	9/28/2017 8:55 AM
26	Gateway to what? I could go months without passing 80% of AH on a daily basis to get to where I need to. 20% cause I live in AH.	9/28/2017 6:46 AM
27	fine	9/28/2017 6:18 AM
28	Sounds ok.	9/27/2017 10:41 PM
29	Gateway District isn't bad. Arlington South?	9/27/2017 9:52 PM
30	"The Gateway District" sounds pretentious.	9/27/2017 9:47 PM
31	:)	9/27/2017 8:59 PM
32	Gateway to what? Entertainment? Shopping? Eating? Living? Very vague	9/27/2017 8:57 PM
33	Not sure what that means. How about something simpler like "Welcome to Arlington Heights" or "Enjoy Arlington Heights"	9/27/2017 8:42 PM
34	Interesting but not an eye opener	9/27/2017 8:19 PM
35	This would be positive but would require making the area look less industrial	9/27/2017 8:12 PM
36	Pushing multi-family towards the downtown area takes advantage of public transportation. Adding multi-family to this area will create crime areas. Using the TIF by Marianos for multi-family will attract longer term residents.	9/27/2017 7:49 PM
37	as long as the "gateway" is leading to an awesome downtown.	9/27/2017 7:46 PM
38	None	9/27/2017 7:27 PM
39	None	9/27/2017 7:27 PM
40	the branding and the name Gateway District is both a good idea and a good name as it is the entrance from O'Hare and business travel.	9/27/2017 6:18 PM
41	The Gateway to what, exactly?	9/27/2017 4:49 PM
42	I think of 90s computers and St. Louis. What is this the gateway to? I am strongly in favor of planting trees and a park. Arlington has plenty of oversized empty parking lots and vacant store fronts. It's becoming an eyesore. I would hate to see new construction in addition to the empty facilities already littering the town. I can support new construction if the old buildings are removed and that the new buildings will be occupied and maintained. I want to see all new areas professionally landscaped and maintained to reflect the residential neighborhoods and pride in community.	9/27/2017 4:38 PM
43	Put elks everywhere like egv did. Tacky.	9/27/2017 4:24 PM
44	The Welcome Region	9/27/2017 3:11 PM
45	The mix of hotels in this strip are odd. The security concerns at a few of them cast a shadow over the rest. I have hesitated to have work colleagues stay here because I wouldn't feel safe having them walk in this area. I have them stay in Schaumburg along 62. Any medians can not be a haven for soliciting or pan handling. See example of Higgins and I53 interchange.	9/27/2017 11:07 AM
46	This does not impart a feeling of unity with the rest of the village. We are not a gateway. This area is either part of Arlington Heights, or it's not. Why not just call it like it is? "South Arlington Corridor" or something to that effect. I don't want to be in a gateway area, implying that you can get to other parts of town by passing through. You want people to stay, not to feel that they are just seeing pretty landscaping while they drive to Woodfield, downtown AH, or other areas.	9/27/2017 10:57 AM
47	Money should be spent on fixing flooding and sewer issue before it is spent anywhere else. There are so many empty retail spaces that look awful. Put in green space or retention pond and fill existing stores and office space throughout village. Fix what is broken. STOP building more. The town looks awful and most people are upset that govt doesn't listen or fix problems..... like sewers, flooding, empty retailers and office space.	9/27/2017 10:48 AM

48	Gateway District is just OK...something with South in it would be better and can be made in to an acronym. SGD: South Gateway District or something along those lines.	9/27/2017 10:30 AM
49	could be developed like the rte 59 corridor off 90 which seems to have mixed use and some success	9/27/2017 10:24 AM
50	Gateway is fine but maybe a term related to Arlington	9/27/2017 10:05 AM
51	N/A	9/27/2017 9:51 AM
52	Seems ok. I think branding this area is a smart idea and could contribute to its success.	9/27/2017 8:51 AM
53	I feel like the term "gateway" tends to have more of a negative association, since it is most commonly used in reference to gateway drugs.	9/27/2017 8:51 AM
54	I like The Gateway	9/27/2017 8:39 AM
55	A Taste of AH: shop, dine, do business, have fun.	9/27/2017 7:58 AM
56	Branding can be beneficial to the community.	9/27/2017 7:52 AM
57	I don't think branding has much of an effect so I am not in favor of spending a lot of money on branding.	9/27/2017 7:47 AM
58	It seems very generic. And if it is generic and not memorable, it doesn't really achieve the goal of branding. Build upon the branding our town already has organically developed with our amazing downtown and the Arlington park race track. Let people know that this area is ALSO part of Arlington Heights.	9/27/2017 7:12 AM
59	Sounds good but people need to know it Arlington Heights. So something like "Arlington Heights Gateway District" to me sounds better. Maybe with our motto underneath or somewhere on signage.	9/27/2017 6:41 AM
60	Gateway sounds like a pass through and not part of town. That would only reinforce that people don't know it is part of arlington heights	9/27/2017 5:53 AM
61	Great idea	9/27/2017 5:18 AM
62	Great idea!!	9/27/2017 1:18 AM
63	Don't love it. "South Arlington Heights" seems fine. Greater Mitsuwa Arlington. Isn't there a lake somewhere around there?	9/26/2017 10:32 PM
64	Sounds fine to me	9/26/2017 10:26 PM
65	I think it should be called something relating to the fact that it's the original Arlington Heights.	9/26/2017 10:14 PM
66	Fine	9/26/2017 10:13 PM
67	Not super appealing	9/26/2017 10:04 PM
68	Not that great	9/26/2017 9:56 PM
69	I like it. It would be nice for folks getting off of the highway to know what town they are in.	9/26/2017 9:55 PM
70	Not really an identifying and compelling Brand name.	9/26/2017 9:48 PM
71	Not sure about Gateway. Other cities have things like the Gaslight district which is more historical, so a historical tie to the area might be interesting. Assuming AH would hire someone for branding recommendations.	9/26/2017 9:40 PM
72	"The Gateway District" seems rather bland....but I don't feel a name is entirely necessary in the first place.	9/26/2017 9:39 PM
73	Either that or Southern Gateway	9/26/2017 9:37 PM
74	OI	9/26/2017 9:34 PM
75	Don't quite understand this and why it's needed. It's Arlington Heights.	9/26/2017 9:33 PM
76	it's a waste of time developing a name for it	9/26/2017 9:22 PM
77	I absolutely don't like that name. Isn't inviting, doesn't feel welcoming or that it's an entry into a warm family town.	9/26/2017 9:17 PM
78	I'm not sure what that means. How will the visitors know what that means?? Gateway to what? Where? etc. Confusing.	9/26/2017 9:15 PM

79	Like it!	9/26/2017 9:11 PM
80	Ok	9/26/2017 9:01 PM
81	Heighten your senses	9/26/2017 8:49 PM
82	I know of that area, particularly the red roof inn to be a spot for troublemakers. Gateway could imply some negative things.. gateway to drugs, prostitution, etc.. both of which do occur in that area. I think Arlington Heights can think of something more creative than the "gateway" district.	9/26/2017 8:45 PM
83	Could do better	9/26/2017 8:38 PM
84	It sounds luxurious	9/26/2017 8:31 PM
85	N/A	9/26/2017 8:11 PM
86	Why? What does 'The Gateway District' mean or reference? How does it connect to the AH community? It seems unrelated and random.	9/26/2017 8:05 PM
87	Hurry, your losing people going to Schaumburg	9/26/2017 8:02 PM
88	Fresh and New	9/26/2017 7:34 PM
89	I think a brand for the area is important, and I like "The Gateway District" idea.	9/26/2017 7:09 PM
90	Better branding: Interstate 90 Corporate Corridor	9/26/2017 6:54 PM
91	A name is just a name. The proper development and use of land is the priority	9/26/2017 6:53 PM
92	Something with south in the name. South point, southern gateway shopping. How would you know were it is?	9/26/2017 6:41 PM
93	It's good	9/26/2017 6:36 PM
94	SoGo - South of Golf	9/26/2017 6:26 PM
95	South Arlington	9/26/2017 6:19 PM
96	That's nice, as a resident of the south end of Arlington Heights, we would WELCOME any improvements. Would love to have a little shopping area we could walk to.	9/26/2017 6:16 PM
97	The Gateway is a fantastic name	9/26/2017 6:13 PM
98	Right now this is one of my least favorite parts of AH despite living quite close to it. I think the branding is fine but success is less dependent on the name and more on the quality of shops and restaurants that go in place.	9/26/2017 6:05 PM
99	That's fine	9/26/2017 5:50 PM
100	None	9/26/2017 5:49 PM
101	As the residents in the north and south of our Village always seem to feel slighted I think any branding needs to include direction. For example South Arlington's Gateway. District sounds too regimental and not the tone the Village of Good Neighbors need to set.	9/26/2017 5:46 PM
102	No need	9/26/2017 5:41 PM
103	That works. It should mirror the Arlington heights Dundee corridor naming	9/26/2017 5:32 PM
104	I don't care for "district " perhaps just "the gateway".	9/26/2017 5:10 PM
105	I think The Gateway undersells the location. Rather than being an entrance to something (would like to know what), brandin as a destination could be beneficial if branding is required at all.	9/26/2017 4:53 PM
106	Not really necessary	9/26/2017 4:19 PM
107	I like the name. Makes sense because it is the gateway to Arlington Heights from I-90	9/26/2017 4:18 PM
108	Green spaces, consider art installations like Skokie, bicycle access. Perhaps look to build off culture of Mitsuwa and other Asian characteristics.	9/26/2017 4:10 PM
109	Not sure if I love the name	9/26/2017 4:06 PM
110	NA	9/26/2017 3:51 PM
111	Uptown	9/26/2017 3:50 PM
112	That sounds great!	9/26/2017 3:50 PM

113	If this gets called the Gateway District, I would hope that there will be businesses that attract people to visit. I understand that Condos can increase the tax base, but a few restaurants added back to the area would be nice. Applebees, Yanni's and Higley's Family Restaurant have all left the area over the last decade or so, and I would like to see some places to eat come back to the area.	9/26/2017 3:34 PM
114	That name would be okay.	9/26/2017 3:33 PM
115	Reminds me of Gateway computers. On its own, it doesn't really mean anything at all. People will constantly ask "Gateway to what?". Definitely needs a better name.	9/26/2017 3:25 PM
116	Na	9/26/2017 3:02 PM
117	It sounds too grandiose when it should merely emulate the downtown area behind the train depot.	9/26/2017 3:00 PM
118	Sounds good.	9/26/2017 2:57 PM
119	Not entirely sure what that means.	9/26/2017 2:54 PM
120	No, how does that work. It does not identify anything about Arlington Heights	9/26/2017 2:54 PM
121	N/a	9/26/2017 2:50 PM
122	Gateway to what? If it's a gateway then you need to have some material connections to something else, like the downtown part of Arlington Heights or the race track. Maybe start an Arlington Heights trolley between the areas. Why not give it it's own identity rather than being a gateway to something else? If you think about the city of Chicago, each area has it's own personality and identity. Take some cues from that. How does this area of Arlington Heights see itself and its personality? Other ideas ... what historically is significant about the area? Maybe brand it after that. Or maybe something about it being southern like "South Town", "South Village Center". Or "The Prairie District" or "Prairie Village", which is all about the nature of Illinois and it's prairies, but also named after the "Prairie Park" area located just east of the area.	9/26/2017 2:48 PM
123	It doesn't need branding. Term "gateway" can infer keeping things in or out. Not a fan of either words "gateway" or "district"	9/26/2017 2:46 PM
124	Why? This is not an inlet with one way in and out. Insulting to rest of community. Why does it need a name?	9/26/2017 2:36 PM
125	Feels a bit like an airport	9/26/2017 2:25 PM
126	Makes sense, since you exit the highway and get to downtown Arlington heights through "the gateway"	9/26/2017 1:50 PM
127	No branding need just something that says welcome to arlington	9/26/2017 1:31 PM
128	Waste of money	9/26/2017 1:21 PM
129	I would focus on corporate offices and employment. Try to make it more of a hub like Rosemont or Schaumburg.	9/26/2017 1:01 PM
130	Does AH really NEED this or just want this? I believe this money could be put to better use	9/26/2017 12:53 PM
131	At times, O'Hare layovers are bussed to this area for an overnight at the hotel. This could be the business district, layover district, or leadership district.	9/26/2017 12:49 PM
132	No sure	9/26/2017 12:48 PM
133	Until the crime is addressed in these areas its going to be known as the Get-Away District, because we all want to get away from it as soon as possible to avoid all the crime and violence in that area.	9/26/2017 12:45 PM
134	That's ok.	9/26/2017 12:44 PM
135	I think this is a great idea!	9/26/2017 12:40 PM
136	Arlington Gateway - idea for a name	9/26/2017 12:33 PM
137	sounds like a good name. Maybe something that indicates it's the south part of the village, since I think of Rt 53/NW Hwy as a gateway as well.	9/26/2017 12:23 PM
138	Södermalm	9/26/2017 12:23 PM
139	None	9/26/2017 12:22 PM
140	Södermalm	9/26/2017 12:20 PM

141	Addition of a lot more green space with trees.	9/26/2017 12:17 PM
142	Not sure I like the name. Makes me think of "gateway drugs" which we don't want associated with AH.	9/26/2017 12:07 PM
143	What is it the gateway to???	9/26/2017 12:07 PM
144	Like this identity	9/26/2017 12:06 PM
145	I like the idea of branding the corridor, not sure the gateway district is the best name.	9/26/2017 12:06 PM
146	N/A	9/26/2017 12:02 PM
147	None	9/26/2017 11:59 AM
148	The word "district" implies separations, multiple sections of the Village. We are one village. It also implies a single access to the village.....what would the northern part of town be called? The western part? The eastern part?	9/26/2017 11:56 AM
149	Sounds good	9/26/2017 11:54 AM
150	AH I-90 Area	9/26/2017 11:54 AM
151	.	9/26/2017 11:46 AM
152	Ok	9/26/2017 11:41 AM
153	Like it. Have to clean up the hotels down there though. A lot of undesirable customers and crime right off the expressway.	9/26/2017 11:29 AM
154	Expansion of the original downtown Arlington Heights when the Arlington Theater existed. Outdoor concert venue (park area with lawn and bandshell), local restaurants or area for food trucks to give a more local feel to our village.	9/26/2017 11:26 AM
155	Like it	9/26/2017 11:24 AM
156	Sounds pretty good. Honestly, I'm not sure many would "get it" but it seems appropriate.	9/26/2017 11:09 AM
157	It looks awful when you enter and see everything empty, rundown and all people walking around from the hotels. Does not represent the so called "upscale look and feel" that is being attempted to be projected.	9/26/2017 11:08 AM
158	Any corridor that is implemented needs to have great access from all points. Large medians along this current route do nothing but hinder access. The identity IMO needs to be of a modern approach with sleek clean areas. This is basically a blank slate to really sett he tone entering the village from the south and needs to be given a facelift that could be incorporated through the village going forward.	9/26/2017 10:57 AM
159	None that I can think of	9/26/2017 10:55 AM
160	like the idea	9/26/2017 10:50 AM
161	It's the first thing you see off of 90 - it needs A LOT improvement	9/26/2017 10:43 AM
162	Love it.	9/26/2017 10:33 AM
163	sounds great!	9/26/2017 10:29 AM
164	Good idea.	9/26/2017 10:08 AM
165	doesn't matter	9/26/2017 9:47 AM
166	"The Gateway" was used in old Jefferson park in Chicago.	9/26/2017 7:42 AM
167	Branding is not necessary. Attaching a fancy name will not mean anything else the corridor develops into a place people want to visit.	9/26/2017 7:06 AM
168	n/a	9/26/2017 6:54 AM
169	I would rather see it called "South Village" or "South Town". The name should complement the "Downtown" and "Uptown" names we use now.	9/25/2017 7:11 PM
170	Sounds good.	9/25/2017 12:54 PM
171	Work Arlington Heights into the name or logo so Gateway District is identified with Arlington	9/25/2017 9:31 AM
172	It doesn't seem very catchy - what does it mean?	9/25/2017 9:25 AM

173	"South Centre" where as by the train area is more the "City Centre", "AH CBD", "Southern High Street", "Southern Midtown" "Southern Heights", "Upper South Heights"	9/25/2017 8:57 AM
174	Arlington heights is a great community, let's attract businesses with lower taxes so vacant lots can be filled	9/25/2017 8:10 AM
175	I don't think that giving the area its own name is important. The improvements are important.	9/25/2017 7:46 AM
176	Sounds good	9/25/2017 6:22 AM
177	Heritage District	9/25/2017 6:15 AM
178	Currently we have a truly generic and commercial look. Not welcoming but industrial at best. Making it a bit more family friendly will be a great improvement while adding to the 'feel' of a neighborhood and welcoming place. Warming it up, making it available for holiday decorating, almost like bringing the downtown feel throughout the town a bit more. Custom retail with affordable rents will help remove the stigma of the big box stores and such.	9/25/2017 6:04 AM
179	Good idea, we need more signage welcoming visitors into Arlington Heights	9/25/2017 5:13 AM
180	I think it's unnecessary to brand the area. What's the point of having a beautiful looking street if every time it rains it's covered in a foot of water due to our outdated sewer systems!	9/25/2017 2:03 AM
181	I think it's unnecessary to brand the area. What's the point of having a beautiful looking street if every time it rains it's covered in a foot of water due to our outdated sewer systems!	9/25/2017 2:03 AM
182	How about "Gateway to the Heights"	9/24/2017 9:38 PM
183	Sounds Lame. There's more than one gateway to the Village.	9/24/2017 8:58 PM
184	N/A	9/24/2017 4:00 PM
185	sounds good	9/24/2017 3:28 PM
186	it's ok but not great.	9/24/2017 6:33 AM
187	Unsure.	9/23/2017 9:06 PM
188	Branding is not important. Let's work to get some tax dollars paid to the city.	9/23/2017 5:56 PM
189	Gateway District is not a very welcoming name. It almost has a dark drug-like feel to it. I would be leary of visiting the Gateway District. However, something more welcoming like the South Arlington Entertainment District. South Arlington Restaurant Row. Or even just Arlington Heights Southern Corridor.	9/23/2017 4:07 PM
190	I like the branding idea, but not sure about the name.	9/23/2017 9:36 AM
191	"South Arlington", "South Arlington Gateway"	9/23/2017 7:34 AM
192	remove existing officescapes---they are tired and not to grade level. Enough hotels are there. Need a residential focus which supports existing / new restaurants. The corridor will fail if no one lives within it. Make Arlington Hts road a boulevard with trees in the median, trees lining the sidewalks. Get rid of the commercial focus from Algonquin north of Golf, ensure living is not super dense---NOTHING HIGHER THAN 4 stories tall.	9/23/2017 7:18 AM
193	I feel it's pretty accurate and describes the area well.	9/23/2017 6:48 AM
194	Gateway to "". Model after Northbrook	9/22/2017 11:25 PM
195	Why brand the area?! Why spend monies you don't have?!	9/22/2017 10:38 PM
196	South Arlington	9/22/2017 8:54 PM
197	I'd like a name that has more connection with Arlington Heights. "The Gateway District" sounds like St. Louis or "A Gateway Drug." More like "Arlington Heights South," "The South Arlington District," or "The Arlington Heights Corridor."	9/22/2017 11:43 AM
198	Just because you name something does not mean it will make it better.	9/22/2017 12:01 AM
199	I think it sounds good since it is a lot of commercial. It would be nice to use the space for entertainment and restaurants, bars, boutiques - more like a mini downtown	9/21/2017 2:33 PM
200	Do other districts have names? See, no one really pays attention to that.	9/21/2017 11:17 AM

201	I'm cautious about the transient vibe and consequently, crime possibilities. This area right now feels like a sketchy pit stop for gas w/ easy access to hotels for overnights. I believe this area can benefit more by being viewed as a entertainment/family friendly area by adding "nicer" restaurants, retail shops, kid play establishments and more street lighting in the areas between hotels.	9/21/2017 8:17 AM
202	I think all of this is great but one of the biggest issues has to do with what high school that area feeds into a lot of people I know don't want to live there because it goes into Rolling Meadows instead of Hersey or Prospect	9/21/2017 6:21 AM
203	To be honest, I don't like the name. It makes me think of "gateway" drugs. I would love to see something about being a strong community of acceptance and diversity " or something about safety	9/21/2017 6:19 AM
204	Since this gateway enters into suburbs that are exceptionally family-oriented, I think the focus should be on restaurants and entertainment venues that are available to all ages. Meaning family restaurants children's play areas indoor especially as I feel our area is lacking in good indoor play facilities	9/21/2017 6:09 AM
205	Sounds negative	9/21/2017 5:55 AM
206	Lower Arlington or Lower Arlington Corridor	9/20/2017 9:49 PM
207	Gateway District has a negative connotation in my mind, e.g. drugs. I would favor Uptown.	9/20/2017 9:40 PM
208	Not sure about branding... but it needs police presence. I don't feel that area is safe	9/20/2017 9:40 PM
209	Brand it on what it is, not where it can take you. South Arlington Heights needs its own identity - we have great neighbors and good neighborhoods - don't brand us as just a place to drive through.	9/20/2017 9:05 PM
210	How about 'Access to Arlington'	9/20/2017 7:24 PM
211	It is important to remember what fast food chains and apartments can bring to a neighborhood. This is not more of the things we want to bring to the area where more police attention is provided directly off of 90.	9/20/2017 7:02 PM
212	Sounds fitting.	9/20/2017 6:47 PM
213	It's fine, but what really matters is what the area is like	9/20/2017 6:31 PM
214	The name doesn't sound appealing!	9/20/2017 5:14 PM
215	Why does it need a name? Welcome to Arlington Heights works fine.	9/20/2017 4:57 PM
216	Gateway seems to imply that the district would be something you pass through-don't spend a lot of time in, something you drive through to get to the other parts of town or somewhere else. Is there something in the history of AH or that area specifically that would lead to some naming ideas?	9/20/2017 4:53 PM
217	Brick paver side walks. Planters. Decorative street lights.	9/20/2017 4:34 PM
218	South Town Centre South Village Centre South Arboretum	9/20/2017 3:38 PM
219	No comment	9/20/2017 3:35 PM
220	This area should look as nice as downtown and north Arlington. This area has always been promised improvements that always fall through. Empty promises. We are the forgotten ones. We need a good clean up and our area needs to live up to the beautiful Arlington heights reputation!!! It's a bit sad that we pay the same taxes as others in other beautiful Arlington Heights neighborhoods do - and we are considered the 'slump' part of the village. Not worth it in my eyes unless we start to see a change. South Surrey Ridge needs your attention as well!	9/20/2017 3:29 PM
221	None	9/20/2017 2:23 PM
222	Concerned about additional traffic volume and slower throughput While traversing the road (double impact)	9/20/2017 2:15 PM
223	I do not like the use of the Gateway District. Generally the only time I hear the word gateway is in relation to drug use and that has a negative connotation to it. Also, the hotels in the area already show up in the blotters with issues with drugs, crime, and prostitution, so for me that would add to the negative side of it	9/20/2017 2:03 PM
224	I like it. Has more of an industrial edge feeling which is what that area is.	9/20/2017 2:00 PM
225	Not a big fan but I don't have a better suggestion right now. Makes me think of gateway drugs or GD for short.	9/20/2017 1:45 PM

226	Anything that will make it Warming, inviting...grew up in that area and was always so cold and depressing	9/20/2017 1:43 PM
227	Many more serious issues to address in Arlington Heights. This is a waste of money. MY tax dollars.	9/20/2017 1:31 PM
228	Branding: "the process of creating a relationship or a connection between a company's product and emotional perception of the customer for the purpose of generating segregation among competition and building loyalty among customers." How exactly does "the gateway district" create any type of relationship with the people of Arlington Heights? I don't think it's a very successful concept.	9/20/2017 1:29 PM
229	Really dislike the idea of adding another stoplight in that area.	9/20/2017 12:11 PM
230	n/a	9/20/2017 8:36 AM
231	Ok	9/20/2017 6:35 AM
232	What does it refer to? Being a gateway to other cities? Wouldn't calling it something with arlington heights in it help build the AH brand? AH gateway perhaps?	9/20/2017 6:11 AM
233	Not Necessary. It's appeal will come from it's function, not it's form. Call it anything you want, just make sure it has what people want.	9/19/2017 11:34 PM
234	Don't waste money on branding. Spend it on creating a good space.	9/19/2017 10:42 PM
235	Welcome to Arlington Heights	9/19/2017 10:14 PM
236	That name does not resonate with me as a resident.	9/19/2017 9:23 PM
237	People are already drawn to Arlington Heights for the downtown area, so this gateway area could be a nice extension of that..also bringing condos as opposed to office buildings would cultivate a greater investment in the neighborhood for those who buy in.	9/19/2017 9:04 PM
238	What does "the Gateway District" even mean? If you surveyed people, my guess is no one would have a clue. You need to make it more meaningful - "Arlington Heights - a great place to visit/live" or "Welcome to Arl Heights - a vibrant/welcoming community" - something along those lines. This southern corridor is currently more likely known as "a jumble of places I have no interested in visiting," or "a great place to hire a prostitute and get caught in a sting operation" if local police blotters are accurate. The area needs a cohesive identity - is it the entertainment district? What makes it special and elevates it from its current low-end feel?	9/19/2017 8:36 PM
239	Please include affordable housing in any development plans.	9/19/2017 8:06 PM
240	.	9/19/2017 8:00 PM
241	N/A	9/19/2017 7:43 PM
242	The street lights installed in the downtown area would be great to also install along Arlington Heights Road as well as Northwest Highway and other important arteries. They are very attractive, would help improve the appearance of the proposed changes and would provide a unifying identity within Arlington Heights.	9/19/2017 7:34 PM
243	Good name	9/19/2017 7:23 PM
244	I like it.	9/19/2017 7:13 PM
245	The word "district" makes me think of school ____ or park ____.	9/19/2017 7:11 PM
246	I would be fine with this branding.	9/19/2017 7:11 PM
247	Don't use the word "south" as there is already an attached stigma to the "south side of the Village". Gateway Corridor is great, and is very neutral.	9/19/2017 7:05 PM
248	No ideas	9/19/2017 6:46 PM
249	Welcome to Arlington Heights	9/19/2017 3:52 PM
250	I'm not sure of the viability of this area for commercial or residential nor whether it is even necessary. Additional beautification or green space would be helpful especially along entry corridors.	9/19/2017 3:49 PM
251	Too generic. The Heights.	9/19/2017 3:13 PM
252	Arlington Mile	9/19/2017 2:58 PM

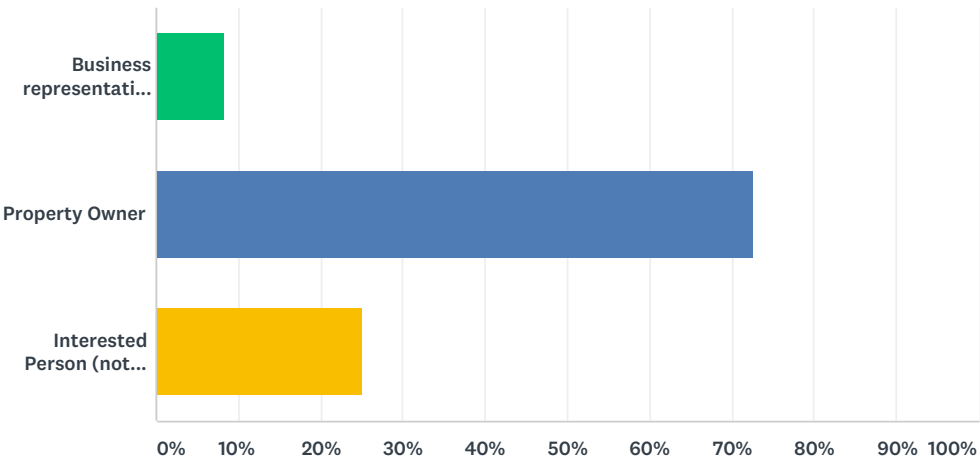
253	Arlington Mile	9/19/2017 2:58 PM
254	I do not have any better suggestions but will naming this district come up again in discussion before finalizing?	9/19/2017 1:34 PM
255	Should be something related to AH, use our history to market the village	9/19/2017 1:26 PM
256	Good name	9/19/2017 1:21 PM
257	I like it.	9/19/2017 12:29 PM
258	No additional comments	9/19/2017 12:27 PM
259	none	9/19/2017 12:26 PM
260	Unnecessary to brand at all.	9/19/2017 12:10 PM
261	Keep it simple	9/19/2017 12:09 PM
262	I don't think there needs to be a new name created for this area. I think that promoting the gateway as Arlington Heights is best.	9/19/2017 12:05 PM
263	what does that even mean?	9/19/2017 12:05 PM
264	none\	9/19/2017 11:51 AM
265	Rosemont generates a lot of economic benefits for its entertainment, restaurants and retail offerings which are easily accessible of interstate 90. Arlington Heights Road can offer the same economic benefits to Arlington Heights if this corridor serves a similar purpose to Rosemont. The south side of Arlington Heights as limited options for entertainment, restaurants and retail at this time.	9/19/2017 11:29 AM
266	It's ok	9/19/2017 11:05 AM
267	It's ok	9/19/2017 10:54 AM
268	Good idea	9/19/2017 10:47 AM
269	I think it's a good theme.	9/19/2017 10:38 AM
270	mixed use of restaurants/stores/entertainment	9/19/2017 10:32 AM
271	No comments	9/19/2017 10:26 AM
272	I like the idea of the gateway district but its success will come down to execution on that idea. That area of Arlington is diverse and I really enjoy all the unique shops and food options that area has to offer. I don't think you can get that any where else (outside of the neighborhoods in Chicago).	9/19/2017 10:20 AM
273	Gateway to what? AH, good food, nice housing?	9/19/2017 10:02 AM
274	Not sure this wording is the best idea...very non-specific. More research should be done into choosing a better name for this area	9/19/2017 10:00 AM
275	I think gateway is a terrible word...	9/19/2017 9:57 AM
276	"Gateway" is often used when referencing drugs, I do not like this term as part of the new branding.	9/19/2017 9:52 AM
277	I don't know anything about branding	9/19/2017 9:46 AM
278	Gateway district sounds ok. Whatever you want to call it, it needs improvement ASAP.	9/19/2017 9:29 AM
279	Go back to target and beg them to invest. Otherwise this idea just becomes Rolling Meadows with an abandoned Dominic's.	9/19/2017 9:26 AM
280	Look, AH has no open space. It's sad, really. More buildings more buildings more buildings. Those lovely open parcels on the east side of AH Rd south of Starbucks could have been snapped up by the VAH and used as a creative model for open space. More offices, more muntifamy housing along a crowded road, etc will not encourage pedestrians, it will just add to more crowding and mireif the same. Look at what Schaumburg has done with their open spaces due to careful planning. Now THAT is a destination for people and families. And guess what? Almost NO buildings at that site on busy Schaumburg Road.	9/19/2017 9:23 AM
281	Dislike this- makes me think of St. Louis	9/19/2017 9:09 AM
282	That works	9/19/2017 8:58 AM

283	NA	9/19/2017 8:49 AM
284	.	9/19/2017 8:47 AM
285	Really isn't a gateway to much besides the neighborhoods that lead to the downtown area.	9/19/2017 8:45 AM
286	Gateway to WHAT? Gateway to AH to Gateway to the crime in the south part of AH?	9/19/2017 8:43 AM
287	Gateway to what?	9/19/2017 8:42 AM
288	I like the name "The Gateway District".	9/19/2017 8:42 AM
289	Sounds like the name of a movie. Ugh.	9/19/2017 8:29 AM
290	It would be great if the look would tie into the look of down town. And in the future bring the same look to the north side (Dundee & AH road). Giving our wonderful but long town a sense of oneness. Helping to stop the which side of the tracks do you live. This looks great and look forward to supporting the village as this moves forward	9/19/2017 8:26 AM
291	No strong feelings either way	9/19/2017 8:20 AM
292	Gateway District is somewhat bland and predictable. I think something catchier will engage residents interests in this project much more.	9/19/2017 8:19 AM
293	Why brand it at all? "Arlington Heights" is clear and straight-forward.	9/19/2017 8:17 AM
294	Sounds nice. Don't really have an opinion.	9/19/2017 8:13 AM
295	I don't like itwhat would you build, a gateway to drive thru to get to the city??? not really appealing.	9/18/2017 5:39 PM
296	The idea of branding the district positive and one that could elevate our village to a more contemporary area bringing young families and professionals to the area, however the word "Gateway" feels off. That needs work. So many negative connotations or nicknames come to mind from that word. There has to be something better. Maybe offer a contest to the neighborhood or local citizens or see if a branding agency could do it pro-bono or a local college marketing department could work on it and village take a vote.	9/18/2017 2:30 PM
297	Focus on being more technology conscious and environmentally conscious by adding electric car charging stations for vehicles like Teslas. Also add solar panels where possible to reinforce a brand image immediately to anyone visiting AH from I-90 that we are a future forward thinking community that is desirable to professional millennials for economic opportunities	9/17/2017 8:04 PM
298	Beautification should be a priority	9/16/2017 9:23 AM
299	Maybe something a little "classier sounding".	9/16/2017 7:11 AM
300	If the already vacant land was developed and the many homeless people around there were relocated, it would have a big impact on the appearance as you drive north on Arlington Heights Road. No other major changes are needed.	9/15/2017 5:32 PM
301	Last Chance for Civilization.	9/15/2017 4:41 PM
302	Nice branding	9/15/2017 2:15 PM
303	I don't know about marketing concepts. But I do feel that this area of the village is a massive ugly concrete. if there is some way to get more landscaping and trees into it as well as sidewalks that would be a big step forward.	9/15/2017 12:11 PM
304	No major thoughts on this	9/15/2017 11:50 AM
305	Could be construed as an illegal drug zone...	9/15/2017 10:26 AM
306	Berlin has there brandenburg gate and Paris has the arch and Eiffel tower Tokyo also has the radio tower.	9/15/2017 10:12 AM
307	n/a	9/15/2017 9:24 AM
308	Gateway District is better than what it is now but it really doesn't have an identity. What does it mean to someone who has never been to the town? Not much. Needs to be something that has an identity like the old restaurant row in wheeling.	9/15/2017 9:24 AM
309	No comment	9/15/2017 9:12 AM
310	I think this is a great idea!	9/15/2017 8:38 AM

311	"Gateway" seems boring, but I don't have an alternative.	9/15/2017 8:35 AM
312	You might need everything mentioned in #4 in order to keep up with and compete with surrounding communities. "The Gateway District" concept could mean an approach that provides a glimpse of what is to come as one continues to explore AH, which might require small enhancements all the way to downtown.	9/15/2017 7:56 AM
313	The Gateway District provides no identity whatsoever. How about the Southern Cross?	9/15/2017 7:27 AM
314	Gateway District isn't bad. Definitely don't use "Uptown" as shown in some of the graphics in the presentation. There are other areas of the village closer to downtown that could use that designation if redeveloped.	9/15/2017 7:13 AM
315	Sounds okay	9/15/2017 5:57 AM
316	Gateway says nothing about Arlington Heights. South Arlington Heights is all you need.	9/15/2017 5:52 AM
317	it makes sense to call it that	9/14/2017 11:55 PM
318	Good	9/14/2017 8:22 PM
319	I like it.	9/14/2017 7:59 PM
320	Green space like a park with a fountain that ties into the overall feel of all of Arlington Heights.	9/14/2017 7:42 PM
321	Would be nice to put it more green space and a park visible from AH road to help establish the feel for the rest of the community.	9/14/2017 7:38 PM
322	Waste of tax payer funds	9/14/2017 6:59 PM
323	I like it.	9/14/2017 11:16 AM
324	Don't love but don't hate it.	9/14/2017 9:13 AM
325	Sorry, I didn't see the presentation so it is difficult to comment.	9/14/2017 8:50 AM
326	More people coming to our area	9/13/2017 2:57 PM
327	The Doorway District better than a gate - but a front door inviting people in to AH. -	9/13/2017 1:48 PM
328	The corridor should accommodate regional international companies. Currently we do not specifically zone or retail specifically to foreign employees of said companies nor do we cater to their culture.	9/13/2017 1:43 PM
329	No opinion.	9/13/2017 1:36 PM
330	Gateway is a means to a destination and not a destination itself. Not trying to take away from the downtown, but would like to make the south side somewhat of a destination as well...	9/13/2017 1:05 PM
331	Not too thrilled with "The Gateway District"	9/13/2017 12:44 PM
332	Arlington Heights Gateway	9/13/2017 12:44 PM

Q6 Please indicate which of the following apply to you (Check all that apply)

Answered: 599 Skipped: 5



ANSWER CHOICES	RESPONSES	
Business representative or business owner	8.35%	50
Property Owner	72.62%	435
Interested Person (not representing a business or property owner)	25.21%	151
Total Respondents: 599		

Q7 Please use the space below for additional comments.

Answered: 226 Skipped: 379

#	RESPONSES	DATE
1	Village has many other needs that should come before this redevelopment. It should be deprioritized.	11/30/2017 1:13 PM
2	Resident of Southern AH but not business owner	11/10/2017 12:11 PM
3	Landscape islands are fine as long as the roadway does not become reduced in size. Arlington Heights Road from the expressway thru and past Golf Road is extremely busy during work hours.	10/20/2017 8:57 AM
4	na	10/19/2017 9:50 AM
5	Please keep minimal disruption to traffic flow. It's a major thoroughfare for north south route through town from a major highway.	10/3/2017 11:43 AM
6	Need safe bicycle crosswalk to the south to Elk Grove Village and Busse Woods in the Tollway interchange.	10/3/2017 6:16 AM
7	NA	10/3/2017 6:11 AM
8	As a former A.H. resident for 31 yrs, this area needs alot of work.....it has been an eyesore for way too many years.	10/1/2017 2:59 AM
9	Firmly behind project !	9/30/2017 9:13 AM
10	In addition to significant pedestrian upgrades, I would like to see improvements for bicyclists, as well.	9/30/2017 8:35 AM
11	This area is the primary entrance off 90 for those visiting our town and it is a blighted area. Frankly it is an embarrassment to our town. The sooner this is corrected the better for AH.	9/29/2017 9:03 PM
12	We love walking around downtown Arlington heights and would love having another area in which to walk around and visit shops and restaurants too!	9/29/2017 6:52 PM
13	N/A	9/29/2017 1:56 PM
14	We need some family entertainment places like a Gameworks/Dave & Busters. I am tired of traveling to Schaumburg to do anything. Also more family themed restaurants like Red Robin or TGIF.	9/29/2017 12:35 PM
15	A bus that ran down Arlington Heights road the length of the village would be helpful to bring folks into and out of the area via train. We are locked into having to drive everywhere in A.H. That would help to compete with other villages.	9/29/2017 11:25 AM
16	If you are going to try and raise property taxes for residents of Arlington Heights it is not worth it. Restaurants, entertainment, hotels, and office space will be used more by non-residents than residents. That doesn't mean residents of AH should foot the financial burden.	9/29/2017 11:15 AM
17	No cheap apartments or section 8.	9/29/2017 10:59 AM
18	Have an overall goal for the town, not project by project. More green recreational space for people to live in. Rather than mediocre, try to be known for something.	9/29/2017 7:30 AM
19	This is a great plan; I hope it gets implemented!	9/28/2017 8:50 PM
20	none	9/28/2017 8:38 PM
21	resident over 25 years. like to see nice clean up I miss the Restaurant .	9/28/2017 5:33 PM
22	additional park space could be beneficial	9/28/2017 11:29 AM
23	When landscaping the medians please use judgement and foresee growth of the foliage and how it will impact visibility. Also, limit the addition of stoplights. Traffic coming off the expressway that stops too frequently is annoying and cause traffic issues.	9/28/2017 10:26 AM

24	If AH has available funds, use them towards other projects that would benefit the town. Not areas that are just of golf rd. It is just a thru traffic area, a means to go home/ to work or other. No one has ever said, AH would be great if they had a giant sign on golf/AH rd intersection.	9/28/2017 6:46 AM
25	thanks for allowing our input	9/28/2017 6:18 AM
26	Not in favor of a mid-block traffic light. Not sure a cross walk is necessary, this area does not seem to attract a lot of pedestrians.	9/27/2017 10:41 PM
27	Na	9/27/2017 9:52 PM
28	I think it is good to give this section some attention.	9/27/2017 9:41 PM
29	This area of southern AH relies heavily on Schaumburg for entertainment, dining and shopping options. Schaumburg is closer than northern AH or Palatine, so any additional commercial space could potentially be a great source of tax revenue for the village. Rosemont is packed on weekends, and This area could benefit from overflow as it is right odd is 90	9/27/2017 8:57 PM
30	N/a	9/27/2017 8:12 PM
31	I'm a resident of Arlington Heights and saw the Facebook post.	9/27/2017 7:49 PM
32	priority should be to bring mixed use/retail to downtown.	9/27/2017 7:46 PM
33	None	9/27/2017 7:27 PM
34	None	9/27/2017 7:27 PM
35	Any improvement would help. The current southern exposure/entrance for such an otherwise nice town is abysmal.	9/27/2017 6:18 PM
36	We have so much development. Might there be the possibility of a botanical / sculpture garden with walkways?	9/27/2017 4:38 PM
37	Need to adjust current traffic setup so that southbound drivers on AH Rd can reach businesses on NE corner of AH Rd	9/27/2017 3:11 PM
38	cost vs benefit is unknown.	9/27/2017 11:45 AM
39	Easier and safer way to exit Jewel/Starbucks north on AH road is worth looking into. Maybe clearer Uturn at AH/Golf (exit south then Uturn back north at the light?)	9/27/2017 11:07 AM
40	For residents, we need Park District facilities with programs that are closer to us, with programming that is available for working families. We need parks, and we need places to go that allow residents to gather. More options for restaurants, entertainment, and recreation are key in this area.	9/27/2017 10:57 AM
41	Getting rid of electrical/telephone lines should be priority #1 for improving the aesthetics of the area.	9/27/2017 10:30 AM
42	If hotels are a preference please look at higher end hotels. I feel like there are a lot of problems around that area because of the hotels. I don't want to see prostitution or other vagrancy. The hotels also seem to attract places for aggressive, out of town solicitors to come in our neighborhoods. Perhaps change laws regarding solicitors in AH and then the problem may go away. Other surrounding suburbs don't allow them.	9/27/2017 10:05 AM
43	A general cleanup, fix up, spruce up would look good. Filling some unused buildings with people or business.	9/27/2017 9:34 AM
44	Glad to see some resources being put into planning for the southern tip of AH. I would hope that restaurants and other consumer businesses are built rather than multi-family housing.	9/27/2017 8:51 AM
45	Neighbors adjacent to "vacant office land" do not want additional apartments near the neighborhood. This neighborhood has been showing up to school board meetings with concerns about property value declines associated with lower school test scores, which the school board says is coming from children bused in from area apartments. I love the idea of focal points/gateways/landscaping to beautify the entry to Arlington Heights, assuming there is reasonable plan for funding.	9/27/2017 8:39 AM
46	I would really like to see the focus be on transportation especially Arlington Heights Road it's a thorough fare. So, although close to 90 is the gateway, many cars travel from 90 all the way through the village. There should be a larger emphasis on helping to make traffic moves smoothly north to south all the way through the village. Left turn lanes would be helpful.	9/27/2017 7:47 AM

47	Definitely need redevelopment in this area.	9/27/2017 7:14 AM
48	Not sure what the plan is to tie into 90's bus route to/from Schaumburg but if there are plans to be a stop nearby, maybe add ample parking for drivers to park for O'hare or commuters connecting to the el at River or Cumberland. Could add more revenue if you charge a few bucks to park.	9/27/2017 6:41 AM
49	Cleaning up the hotels that already are there and additional police presence to help the area grow without an increase in the crime already happening	9/27/2017 5:53 AM
50	Na	9/27/2017 5:18 AM
51	I would like to see more high quality elderly residences in our area, so that families can be close to their parents, in addition to Luther Village - which is nice but limiting. It would be nice if there were a variety of high quality well-run assisted living enterprises, at different price points.	9/26/2017 10:26 PM
52	I'd much rather any tif money or tax money go to improving rec park.	9/26/2017 10:23 PM
53	NA	9/26/2017 10:13 PM
54	I think these are good ideas. Economic development and new businesses help our tax base. I think the VAH can be more accommodating and flexible to businesses in general when it comes to licensing, inspection, zoning, etc. We also want the right businesses down there. The AH Police spend a fair amount of time on Algonquin so we don't need to add to that.	9/26/2017 9:55 PM
55	I'd like to see this part of Arlington Heights improved. Lately there have been many transient people in this section of the village such as people with signs asking for handouts as well as many criminal issues with some of the hotels. I'd like true improvements to ensure that this end of the village is as nice (safe, fun, draws people in) as the downtown and northern Arlington Heights areas.	9/26/2017 9:54 PM
56	The medians idea is a great idea. Some of the undeveloped areas would be nice to see redeveloped. I know some of the hotels have some seedy reputations. Getting rid of the cash for gold would be a huge plus. I think tearing down the Yanni's was a good choice.	9/26/2017 9:40 PM
57	Na	9/26/2017 9:34 PM
58	If this area were made to match the style, decor and landscaping of downtown, it would be a huge improvement!	9/26/2017 9:33 PM
59	the state wastes enough money yet somehow has grant money available? no TIF districts, short term gain, long term financial loss.	9/26/2017 9:22 PM
60	This is not something that is needed.	9/26/2017 9:17 PM
61	With all the crime that happens at the hotels, prostitution drugs shootings. I would say safety is a concern and will need to be addressed. If you make the area nice safety needs to be a big part of the conversation.	9/26/2017 9:01 PM
62	Clean up the riff-raf over there.	9/26/2017 8:45 PM
63	If there are plans for residential, more restaurants need to be built that are easily accessible	9/26/2017 8:38 PM
64	I think beautification of this corridor is an excellent idea and much needed	9/26/2017 7:08 PM
65	The crime in southern Arlington Heights needs to be addressed, needs to be pushed out of that area of town. No more drugs and prostitution at hotels along South Arl Hts Rd and Algonquin. Restrict the type of low income people who can live in the subsidized housing to non-criminals, preferably elderly folks.	9/26/2017 6:54 PM
66	The area can certainly be improved. A somewhat jumble of traffic lights and businesses that don't seem to mesh Greenery, buried power lines and some additional office or multi use buildings will be an improvement	9/26/2017 6:53 PM
67	Need to do something. This area of Arlington Heights has been neglected. Needs immediate attention	9/26/2017 6:41 PM
68	What ever you do. You need to get rid of the existing crap called International plaza. It is a dump. Has no positive showing for the south side. The only reason it exists is because it's cheep rent . All cash business. No sales tax revenue. It should have been bulldozed 20 years ago.	9/26/2017 6:41 PM
69	Na	9/26/2017 6:36 PM
70	We must deal with the International Plaza once and for all! It is prime Arlington Heights real estate and a poor representation of what this village is about. Eye sore. Get rid of it!	9/26/2017 6:20 PM

71	The changes would be welcome currently it looks very rough with any parts of south Arlington Heights	9/26/2017 6:13 PM
72	Do whatever draws businesses and the associated tax revenue, and keeps congestion down for drivers	9/26/2017 5:50 PM
73	Keep traffic flowing	9/26/2017 5:49 PM
74	I am hoping this South side of our beautiful can be developed and not only embraced by the local residents, but by all of the community.	9/26/2017 5:46 PM
75	Schools are already crowded. No more \$ for this and then park district wants money. Taxes are high enough	9/26/2017 5:41 PM
76	Whatever results need to be upscale. Retail is lacking in the area. Restaurant business in the CBD is excelling because the area is beautiful. Needs to be consistent	9/26/2017 5:32 PM
77	Hopefully that whole area gets cleaned up. The crime at some of those hotels is an embarrassment to our village. It will be hard to maintain or attract businesses of any sort if there isn't a plan to reduce the crime especially at the Red Roof.	9/26/2017 5:10 PM
78	None	9/26/2017 4:53 PM
79	Would prefer efforts and money spent 1) on downtown to establish an identity and drive additional small, local businesses into vacancies, and 2) on improving overall walkability and cycling-ability throughout town.	9/26/2017 4:19 PM
80	I live in the "gateway district" and I am concerned about the neighborhood and the current direction that it is heading in. It needs major attention fast!	9/26/2017 4:18 PM
81	Need more police presence on this end of town now but even more once this area is developed.	9/26/2017 3:50 PM
82	Please try to do this with as little tax burden as possible on residents.	9/26/2017 3:34 PM
83	Na	9/26/2017 3:02 PM
84	I like AH's progressive thinking	9/26/2017 3:00 PM
85	Why aren't industrial uses being considered? This is a far more stable real property use than retail, and I'm not sure of the utility of hotels in this area. Traffic is already a serious problem in this area, so more multi-family housing is inappropriate, in my opinion.	9/26/2017 2:54 PM
86	none	9/26/2017 2:50 PM
87	Prioritize people and connecting people via quality public transit rather than heavily prioritizing cars and tons of parking. Make it a diverse living space that can accommodate people of all ages, jobs, interests.	9/26/2017 2:48 PM
88	I oppose adding a new intersection/light with such close proximity to A.H. Rd and Algonquin. Its already very congested during rush hours especially and lights at Golf, Algonquin, and both 90 exits are very poorly timed. I drive through daily to Northwest Point business park. Also, for the brick paved pathways, although aesthetically pleasing, may not be the best use of funds. The intersection gets severely worn from the weight of commercial traffic. In regards to pedestrian safety, south of Algonquin along AH Rd lacks this into Elk Grove. There are often pedestrians or bicycles on A.H. road during rush hours. Will be nice to see long overdue improvements to this forgotten part of the village.	9/26/2017 2:46 PM
89	A fountain and park feature at golf and AH rd would be beautiful!	9/26/2017 2:40 PM
90	There is entirely too many empty stores and not enough good ones. We could've had Deer Park and all we have is a weird collection of stores and empty storefronts.	9/26/2017 2:36 PM
91	Another thing that needs to be addressed is the crime in that area. I would never suggest a relative stay in one of the existing hotels because of crime. There are armed robberies at the gas stations and cars broken into. This needs to be addressed for the plan to be successful.	9/26/2017 2:35 PM
92	I think making the area more attractive will only bring more revenue to the city. People will want to come here with their families. Also adding more entertainment will draw a diverse crowd.	9/26/2017 2:03 PM
93	It is difficult to see how this will greatly improve the day to day for the vast majority of AH residents. It is disappointing to see plans for a major building project when Lake Arlington and other existing community spaces really need some attention. I am also not in favor of using tax increase for this!	9/26/2017 1:59 PM

94	Any opportunity to bring money into the city and improve the schools and city itself is what I would like to see. Having grown up in the northwest suburbs and moving back last year after a 10 year stint in a Chicago I don't see why Arlington Heights can't come close to a city like the northern suburbs. But of course I wouldn't want taxes to go up and if this corridor brings in more revenue for the city, I think it's a great idea. It'd be nicer to see parks and shops, but if real estate brings in more revenue then anything to better the city. But a place to go in southern AH would be nice. There are too many plazas and not enough places to hang out that give you the community feeling like the local downtown areas do. Sorry for the random comment that went in a lot of directions :-)	9/26/2017 1:50 PM
95	Not interested in this at all if this plan would cause any type of property tax increase - either a "special assessment" as discussed on the slides, or an increase in the collection of any of the current property taxes based upon assessed value.	9/26/2017 1:31 PM
96	.	9/26/2017 1:01 PM
97	Bike lanes?	9/26/2017 12:59 PM
98	We waste enough of the taxpayers money on projects like this	9/26/2017 12:53 PM
99	AH is misrepresented when exiting 90 west. It looks low income and worn down. It definitely needs to be revitalized for our visitors.	9/26/2017 12:49 PM
100	No comment	9/26/2017 12:48 PM
101	So dangerous coming out on golf rd from shopping area with the dialysis office! Need something to be done.	9/26/2017 12:38 PM
102	What about blighted areas and crime in the area? Motel 6 area and apartments near golf and ah roads	9/26/2017 12:33 PM
103	Resident in a different part of AH	9/26/2017 12:23 PM
104	None	9/26/2017 12:22 PM
105	Adding space is an important factor of looking higher end. Anyone can just cram business and stuff in spaces and that does not look classy.	9/26/2017 12:17 PM
106	Please don't forget about the north side of Arlington heights. We also have a lot of vacant commercial areas also. From talking to a lot of fellow homeowners we all feel that the village brushes aside us in favor of the southern side of our city.	9/26/2017 12:10 PM
107	You're doin great	9/26/2017 12:07 PM
108	I have lived in Heritage Park for over 40 years and believe that it is time for this area to receive as much attention and enhancement from the village as possible, we have been overlooked for way too long	9/26/2017 12:06 PM
109	None	9/26/2017 12:02 PM
110	None	9/26/2017 11:59 AM
111	The village should seriously consider an area for low income/ senior housing and homeless housing. This is a wealthy town so I feel a bit can be set aside for the less fortunate.	9/26/2017 11:56 AM
112	The BP Station on Algonquin & Arlington Heights Rd does not have signs saying right turn only. Drivers are driving on the wrong side of the road because the median is too high to get over. (Walgreens down the block does this.) Also, the SIDEWALKS MUST BE CLEARED IN THE WINTER BECAUSE YOU CAN HIT PEOPLE, A LOT OF PEOPLE WALK IN THIS AREA TO GET THE BUS ON ALGONQUIN. A Pace Bus Bench Would be Nice at Algonquin & Arlington Heights along with tree, bush and weed control by the former Bank of America. More Police patrols or red light cameras because drivers blow the turn lights on Algonquin and Arlington Heights Road and on Golf and Arlington Heights Road. Enforce that all driveways (exits are clear of bushes, snow, etc... so drivers can see people and cars better. Have better lighting on Algonquin by Popeye's	9/26/2017 11:54 AM
113	Can our school districts handle the extra students if many condos were built on that land? As an Arlington Heights resident we avoid that area due to traffic. Would medians cause problems for traffic? Very excited to see the changes unfold.	9/26/2017 11:30 AM
114	This area definitely needs to be cleaned up. The landscape changes are great and are in line with what other cities are doing. Should be incorporated more even north on Arlington Heights Rd. Need to clean up more of the crime down there by the hotels though before I'd frequent restaurants etc.	9/26/2017 11:29 AM

115	Everyone wants some restaurants, as do I but some kind of entertainment center to draw people in similar to what Rosemont has done would be a much bigger draw than just a cleanup with some restaurants.	9/26/2017 10:57 AM
116	Na	9/26/2017 10:55 AM
117	Same as above	9/26/2017 10:43 AM
118	None	9/26/2017 10:33 AM
119	Fountains, statues and the like could help improve the atmosphere of this proposed area.	9/26/2017 10:08 AM
120	I am concerned about even more traffic if developed for hotels, businesses, housing.	9/26/2017 9:47 AM
121	Green space is extremely important in having a community look "polished."	9/26/2017 7:42 AM
122	The area needs safe, dedicated bike trails.	9/26/2017 7:12 AM
123	This is wonderful! Thank you for sharing the plan with our community!	9/26/2017 7:07 AM
124	Work with Elk Grove Village to extend a sidewalk or multi-use path connecting to Busse Woods. No pedestrian access under the I-90 bridge is currently provided but people use it anyway.	9/26/2017 7:06 AM
125	n/a	9/26/2017 6:54 AM
126	With the exit and entrances ramps for I-90 now completed and with our close proximity to O'Hare airport we should have no problem attracting businesses to this area. We should be attracting technology-oriented companies, service-oriented companies, healthcare-oriented companies, insurance-oriented companies. It should become an area off the expressway like Naperville, Lisle, Deerfield, Schaumburg. With office buildings that can generate business tax dollars, business real estate tax dollars, etc and can keep our residential real estate taxes from increasing. Companies love to have their names on the buildings so they can be seen along the expressways to convey presence and advertising. They should have buried the overhead power lines rather than put in the taller poles the last time.	9/25/2017 7:11 PM
127	Need to have all of Arlington Heights looking good. Not just certain parts.	9/25/2017 12:54 PM
128	I'm very excited about this project - something definitely needs to be done. There is a lot of visibility to this area, and it doesn't look very nice when you are driving through.	9/25/2017 9:25 AM
129	Please do not let in any lower income housing as well as motels. On your slide presentation "improving pedestrian walkways" you see the eyesore motel next to the gas station on the corner of AH Rd. and Algonquin. Motel 8 or Red Roof, I don't know what it is all I know is it attracts drug addicts and prostitution. Right around the corner from those nice townhomes. I look forward to seeing some plantings and greenways as you exit 90. This will be a tremendous improvement. Setting the tone and appeal of Arlington Heights as you enter our town.	9/25/2017 8:57 AM
130	The planning and improvements should go all the way up to Central Road.	9/25/2017 7:46 AM
131	Improve families that appeal to teenage kids; park gym or facilities to have indoor sports and events	9/25/2017 6:15 AM
132	Do not allow any low rent motels/cheap hotels to be built. The Red Roof Inn is nothing but problems with gangs and prostitution.	9/25/2017 6:05 AM
133	I look forward to seeing how things progress with this plan.	9/25/2017 6:04 AM
134	I think these are all positive and much needed improvements to the south side of Arl Hghts.	9/25/2017 5:13 AM
135	There are much more important things the city could be spending money on!! Focus on the structural needs first and cosmetic needs if there's still money left over. Sewers, park district improvement, hasbrook park is a dump! Create a city with tangible assets not artifical expensive cosmetic projects that are extremely expensive and contribute nothing to the city. For example the extremely expensive statue and fountain that was built at dunton park that is a very nice hang out spot for our homeless population.....!!	9/25/2017 2:03 AM
136	There are much more important things the city could be spending money on!! Focus on the structural needs first and cosmetic needs if there's still money left over. Sewers, park district improvement, hasbrook park is a dump! Create a city with tangible assets not artifical expensive cosmetic projects that are extremely expensive and contribute nothing to the city. For example the extremely expensive statue and fountain that was built at dunton park that is a very nice hang out spot for our homeless population.....!!	9/25/2017 2:03 AM

137	Don't hit the general fund up for funding the improvements.	9/24/2017 8:58 PM
138	Improving the corridor is a great idea.	9/23/2017 9:06 PM
139	The corner of Golf and Arlington Heights Roads has been vacant too long. Try to get a tax-paying tenant in there. No TIFs.	9/23/2017 5:56 PM
140	I think the Strip mall with exsports fitness on golf should be renovated into a more engaging entertainment area. Like streets of wood field. However, a big box store like target or Walmart should NOT go in there. Maybe some sort of fitness theme would work. Adding a parkour gym, laser tag/bowling restaurant, a movie theater, Dave and Busters like place. Also the corner the Northeast corner of Golf and Arlington Heights should add more greenery and/or parks to the area. Something people would want to take pictures by like in Rosemont. If a beautiful green area were complimented with good restraints and entertainment people would go out of their way to enjoy the space. PLEASE!!!!PLEASE!!!!PLEASE!!!! DO NOT PUT IN ANOTHER BANK!!!! I'll write it again: DO. NOT. PUT. IN. ANOTHER. BANK!!!!	9/23/2017 4:07 PM
141	The Village Design Commission should be part of the review and approval process	9/23/2017 10:55 AM
142	For retail, you could build on the big draw of that area, Mitsuwa, and try to attract more higher-end ethnic supermarkets, plus ethnic restaurants, bakeries, dance clubs, etc. In other words, embrace the diversity of the area and plan accordingly. I have neighbors who travel to ethnic grocery stores in Niles every week. This could be an ethnic corridor that draws people from all over.	9/23/2017 9:36 AM
143	Supporting bicycle traffic in this area is very important also, and is not done well right now. All of the potential new uses for the various locations within this district would benefit from this.	9/23/2017 7:34 AM
144	see above, concept needs to be on a people focus, not heights that developers want to cram in in the interest of density. In fact, success says single family homes, a park like lake Arlington and town homes, all spread out in keeping with the rest of Arlington downtown. You'll make a mistake if it is tall and dense because that is the opposite of what you need to accomplish.	9/23/2017 7:18 AM
145	The reputation of the hotels on the east side of Arlington Heights Road is dismal at very best. When people in other suburbs know that there are problems there, then something needs to be done about this area.	9/23/2017 5:58 AM
146	The area is thriving - leave it alone!	9/22/2017 10:38 PM

147	Various comments from Pace staff: • Pace operates fixed-route bus service on Algonquin Road and Golf Road, intersecting the Arlington Heights Road corridor. • Improvements to the Route 208 bus stops on Golf Road and the Route 606/757 bus stops on Algonquin Road should be incorporated into any redevelopment opportunities, or roadway/sidewalk improvements, near Arlington Heights Road. o Pace would like to retain farside bus stops at both Golf/Arlington Heights (Route 208) and Algonquin/Arlington Heights (Route 606). o A bus shelter should be considered for the farside eastbound Route 606 bus stop at Algonquin/Arlington Heights Road (SE Corner; 16 weekday boardings). o Pace recommends that the Village permit advertising (ad) shelters. Revenue generated from Ad shelters allows Pace to provide and maintain these shelters. Additionally, Pace offers a variety of advertising shelter styles. Currently, the only shelter style permitted in Arlington Heights is Pace's standard non-advertising unit. The ad shelter program will allow the Village to choose from various shelter styles to match the streetscape of the south Arlington Heights Road corridor. Nice, new ad shelter models will look nice in a gateway area. • Were additional mid-block crossings considered? Along Arlington Heights Road, consider a mid-block crossing approximately .25 miles between Algonquin Road and Golf Road and another mid-block crossing approximately .25 miles between Golf Road and Noyes Street. Slide 15 and 16 show a potential mid-block crossing which might be too close to the existing signalized intersections. These additional mid-block crossings should be signalized, if possible, and include crosswalks, countdown signals, and a pedestrian refuge island. These improvements would greatly improve walkability in this area. • The Corridor Plan Goal is to improve upon existing conditions which detracts from the overall functioning of the corridor. With three thru lanes in each direction and dual left turn lanes at the major intersections, it appears the major function of the corridor is to move cars and trucks as efficiently as possible. Arlington Heights Road is under IDOT's jurisdiction and is classified as a Minor Arterial. As an Arterial, the road's function is to move traffic. As a Minor Arterial, it is recognized there will be lower speeds and access to property along the corridor. But still, the purpose of the road is to move traffic. Under Process, one of the bullet points is to develop a Corridor Plan to enhance Walkability for Pedestrians. This would be a great enhancement as the current conditions are not very pedestrian friendly. There are existing sidewalks, but they are adjacent to the roadway. Walking along any of the roads does not feel safe and it is very noisy from the traffic. Right-of-way may be limited, but any ability to separate the sidewalk from the roadway would be beneficial. • The Village had completed a Star Line Master Plan for the SE quadrant of Arlington heights Road and Algonquin Road. The proposed 'STAR' line master plan area should remain on the table to support a long term, future I-90 express bus station. Land use support and pedestrian access are required to support any future station. The proposed Star Line station was further east of Arlington Heights Road serving both the Arlington Heights TOD and Northwest Point. While it's a major investment, a true center line station should not be off the table (ie: I-35 in Minneapolis) in the long-term. For now, if the village continues to pursue updating the master plan concept, it will greatly support and justify any potential I-90 improvements in the future. As with the master plan concepts, transit supportive land use, pedestrian access, improved street crossings should continue to be a strong focus of the planning efforts. • Seegers and Arlington Heights Road is a dangerous intersection during peak hours. When traffic is backed up on northbound Arlington Heights Road, Drivers trying to turn from southbound Arlington Heights Road to eastbound Seegers cannot see oncoming traffic from the outside northbound lane.	9/22/2017 3:30 PM
148	The Village has forced business out multiple times. Denied plans because of parking issues. Did not listen to local residents and business owners. What makes this time the charm?	9/22/2017 12:01 AM
149	Open green spaces are inviting, especially when landscaped well. Walkways and benches would also be inviting.	9/21/2017 8:27 PM
150	n/a	9/21/2017 2:33 PM
151	Please no more fast food restaurants.	9/21/2017 8:31 AM
152	We love living in Arlington Heights!	9/21/2017 6:19 AM
153	I would recommend family oriented activities, things that draw people out in AH are Family focused. I understand the anticipated future plans for multi family housing however the stigma of that area will remain that way until its family orientated. There is a negative connotation with living on the "south end" for whatever reason and to make that a destination area safe and fun for AH families to spend time would do wonders for bringing the community together and lifting that area up.	9/21/2017 6:17 AM

154	I would love to see a section that has an indoor play place for children a pottery making place for children and adults. There is a place in st-charles called the Fun Republic. It is a phenomenal business idea and if we could get something closer here that could serve Arlington Heights Elk Grove Mount Prospect and Schaumburg I think that would be a really phenomenal idea	9/21/2017 6:09 AM
155	Glad to see Arlington Heights looking at all ends of the Village for improvement. Great potential	9/21/2017 5:55 AM
156	Bringing more upscale business and businesses pertaining to natural health and healthy eating would be great. Avoid cash for gold, payday loans, etc, etc.	9/20/2017 9:40 PM
157	Condos and town homes, invest in this type of infrastructure and retail and business will follow.	9/20/2017 7:24 PM
158	Will this increase our taxes, and if so, by how much? Don't tax people out of AH for aesthetics.	9/20/2017 6:47 PM
159	None	9/20/2017 4:57 PM
160	Excited about the possibilities for cleaning up this corridor. We live in AH now and forget that there are shops n restaurants in that area. We head downtown AH, north around 12/Palatine and don't even think about it. It's very hodge podge now so a more unified look would be great!	9/20/2017 4:53 PM
161	I feel like I took this survey several years ago. I'm guessing if these improvements come to pass our taxes will go up.	9/20/2017 4:34 PM
162	None	9/20/2017 3:35 PM
163	Please don't make this another empty promise. Follow through on this. South Arlington needs serious help.	9/20/2017 3:29 PM
164	Hi	9/20/2017 2:23 PM
165	We need 100% make that portion of Arlington Heights as nice as the rest of Arlington Heights so it does not look like the forgotten sad side of town. Most people don't even realize that it is part of AH :(	9/20/2017 2:03 PM
166	Overall, appreciate the proposal and great presentation. I have very large concerns about tax implications. Taxing seems to be the answer to everything in this state. I do hope folks consider the future. Retail and boutique shops are dying. This is evident downtown outside of the small intersection of Vail/Campbell. Hopefully we don't overbuild a plan or rely on the theory of mixed use residential/retail buildings for something that doesn't appear sustainable in a suburbs ecosystem. I think making it look better and figuring out ways to promote service business and restaurants is the way to go. Last comment, please don't put in more lights. This is not a small area where people will walk a lot or bar/restaurant hop. Save that experience for downtown. Thanks for opening up to input!	9/20/2017 2:00 PM
167	None	9/20/2017 1:31 PM
168	n/a	9/20/2017 8:36 AM
169	Enjoy entertainment options are lacking and should be a high priority.	9/20/2017 6:35 AM
170	Office space is overbuilt. Brick and mortar retail is dying. Focus on entertainment. The whole stretch from Coopershawk to the Rackhouse is perfect. There are already plenty of hotels and free parking, prime high visibility sites, and tons of traffic.	9/19/2017 11:34 PM
171	Good luck	9/19/2017 10:14 PM
172	Do something with International Plaza!!! Ugh!	9/19/2017 9:04 PM
173	1. the first step would be to hold existing businesses in the corridor to a higher standard - set some guidelines and help them improve the look of their businesses 2. Vet any new businesses to make sure they fit in with the identify you want for the area. We have enough tacky fast-food restaurants, low-end hotels and retail, and outdated-looking offices. Let's step it up a notch, quality-wise. 2. Green space is wonderful as are planted medians, but I think you need to address the above items first. I do like more greenery - Mt. Prospect does a nice job along Northwest Highway (putting Arlington Heights to shame). 4. On a side note, since we're talking about upgrading the appearance of the Village, what's the deal with all the dead plants and the fencing that was removed from along Davis Street. It looks terrible and we've seen no communication about why all the plants were killed and fencing removed. Is something more visually appealing being installed? Please use the Village web site for more communication about things like this. Thanks.	9/19/2017 8:36 PM
174	Why doesn't the Arlington heights library put a branch in? The south side has lots of family and low income who could benefit from a library branch	9/19/2017 8:32 PM

175	.	9/19/2017 8:00 PM
176	N/A	9/19/2017 7:43 PM
177	I'm happy the Village of Arlington Heights is looking at ways to improve some of the less aesthetically pleasing areas.	9/19/2017 7:34 PM
178	NA	9/19/2017 7:13 PM
179	I'd love to see some breweries come into the Arlington Heights area.	9/19/2017 7:11 PM
180	It's been a long time coming, thank you for bringing this area into the fold. Restaurants are desperately needed, as well as safe access to them. I love each idea, especially the landscaped islands and burying those awful ComEd lines.	9/19/2017 7:05 PM
181	It's very shabby and dated, but I don't know the best way to improve it. Arlington Heights is about families, so I would suggest keeping that in mind.	9/19/2017 6:46 PM
182	I can appreciate that the village sees this as an "eye sore" especially coming off of I-90.	9/19/2017 1:34 PM
183	Need a gas station on east side of street	9/19/2017 1:26 PM
184	Let's make it happen.	9/19/2017 12:29 PM
185	Appearance and offerings in this area definitely need an upgrade to match the feel of the rest of village. Some great things are happening downtown, but let's not overlook this area is key. The strip mall at NE corner of AH Rd/Golf is terrible. Would love to see that demolished and see a different mix of mid-high scale retailers/restaurants in there. Take a look at The Glen in Glenview and Streets of Woodfield, as examples.	9/19/2017 12:27 PM
186	While a light for pedestrian crossing would be nice, it would impede the flow on AH Road, which can get backed up. Also, a multiuse path for bicycle accommodations would be nice - more connectivity between this area and the residential to the north.	9/19/2017 12:26 PM
187	Na	9/19/2017 11:29 AM
188	I would not be in favor if any increase in taxes or assessments for this project	9/19/2017 11:05 AM
189	Central road is in deplorable condition.	9/19/2017 10:38 AM
190	Thanks	9/19/2017 10:02 AM
191	xx	9/19/2017 10:00 AM
192	n/a	9/19/2017 9:52 AM
193	I think it's a great idea to revitalize the area, and things like landscaping can make a big difference. I'd hope that this can be done by grants and private investment. I would not want to see a big increase in my property taxes to fund this.	9/19/2017 9:46 AM
194	We need an anchor store like Target.	9/19/2017 9:29 AM
195	Na	9/19/2017 9:26 AM
196	Na	9/19/2017 9:23 AM
197	N/A	9/19/2017 8:58 AM
198	Na	9/19/2017 8:49 AM
199	Improving the overall appearance of the area will go a long way, but many of the hotel rooms you speak of are not the type that will bring people spending money into the area. They're used for transients and cause nothing but problems and currently serve to keep people out of that area.	9/19/2017 8:45 AM
200	Something to drive away crime in area of south tip of AH	9/19/2017 8:43 AM
201	"Entertainment" i.e. clubs would be an anti-improvement. Stick with family-oriented entertainment with earlier closing times than bars.	9/19/2017 8:29 AM
202	Support this project	9/19/2017 8:26 AM
203	This area of town looks pretty sad. I think this would be very beneficial.	9/19/2017 8:20 AM
204	Leaving in Central Arlington Hts nothing draws me to this area unless I am hopping on the highway. Making the area feel safer and have engaging retail concepts would make me want to spend time there.	9/19/2017 8:19 AM

205	We definitely need something to let people know they are entering Arlington Heights. Some signs that show continuing to the downtown area as well would be beneficial to downtown stores. parking in downtown Ah is still a huge problem....the only place I can park in on the top of the ramp in the parking garage, or below the theater parking in downtown. Do businesses ask workers to park elsewhere so there is room for patrons at the stores and restaurants. Maybe there could be separate parking for them nearby instead of using all the parking spaces especially in the theater parking lot. Those cars NEVER move....	9/18/2017 5:39 PM
206	I have been renting in this area for five years and ready to buy and stay in the southern portion of Arlington Heights. I've always thought the area needed some love and a face-lift. You may want to change the survey to include renters.	9/18/2017 2:30 PM
207	The area east of NTB Tires needs development. Combine this area with Lowes to get access from Arlington heights road. Make it a bigger retail area.	9/16/2017 7:11 AM
208	The area needs several stop lights on Arlington Heights Rd. to allow for safe entrance and exits to whatever ends up being put there. Landscaped medians will only block visibility and will suffer from road salt. The high crime rate needs to be addressed as a priority. Find a way to eliminate the volume of homeless people begging for handouts at the corner of Arlington Heights Rd and Algonquin.	9/15/2017 7:29 PM
209	The "improvements" will replace higher paid white collar professionals working in the existing offices, who have more money to spend around town, with low paying retail service jobs. Is that what the Village of Arlington Heights wants?	9/15/2017 5:32 PM
210	NA	9/15/2017 11:50 AM
211	Need to make sure area is family friendly and reduces current problems with illegal behavior and make sure no flooding in existing neighborhood	9/15/2017 10:26 AM
212	I would love to see a fountain or some sort of architectural point of interest at the NE corner of Arlington Heights Rd. This corner has been dead for way too long!	9/15/2017 9:24 AM
213	With all the hotels in the area between I90 & Golf there's alot of opportunity for development that is unique to A.H. No more strip malls or fast food!!!!!! Get creative.	9/15/2017 9:24 AM
214	I'd rather have wider lanes in lieu of landscaped islands. I'd rather have a functional area if I had to choose between practical & and more landscaped islands. Isn't it easier to repair cables and wires in they are not buried?	9/15/2017 9:12 AM
215	Please fix this area! I've lived in this area for over 20 years and it needs help. It has so much potential since it is so close to the highway. Thanks for all you do!	9/15/2017 8:38 AM
216	I presume this would reduce the criminal involvement in that area, which means this important aspect should be considered too.	9/15/2017 7:56 AM
217	Whatever development takes place, please do something about the sketchy and scummy Motel 6.	9/15/2017 7:27 AM
218	More greenery and/or artwork would be a nice attraction along the corridor.	9/15/2017 5:57 AM
219	Just take a look at other successful suburbs like Naperville and quit bringing in low-class businesses that are allowed to have terrible looking facades and window displays. And get rid of that disgraceful Happiness is Puppies - Arlington Heights is constantly ridiculed for not seeing how that place does nothing but profit off the poor dogs in puppy mills.	9/15/2017 5:52 AM
220	that area has always looked like it didn't belong to the rest of AH. i would like to see it looking like a thriving part of our village. it almost looks industrial now, it has that atmosphere.	9/14/2017 11:55 PM
221	looking forward to seeing improvement	9/13/2017 2:57 PM
222	Create a gateway that demonstrates a friendly and convenient destination for travelers. Also create a company friendly vibe that drives regional headquarters to visit & stay within our area.	9/13/2017 1:43 PM
223	If landscape medians are done, we need to have input and where they go and what type and frequency of turn lanes are needed. We have a lot of visitors in and out of our property and we want to ensure easy access. Safety is a primary issue of visitors crossing the street and walking on sidewalks. Snow removal on sidewalks need to be addressed as visitors walk on the sidewalks to go to hotels and places to eat. This is an issue up and down the corridor. We would like more hotels and places to eat rather than residential and entertainment.	9/13/2017 1:36 PM
224	No more motels. There are too many shady establishments in the area.	9/13/2017 1:05 PM
225	n/a	9/13/2017 12:44 PM

226	I believe safe passage at the intersection of Arlington Heights & Algonquin is the paramount issue. Not only to support walkabilty for our hotel visitors but also to encourage the business center developments that are now trying to encourage millennial employees. In addition, this gateway experience sets the tone for visitors to set an opinion of the entire Arlington Heights community as a destination for living, working or visiting.	9/13/2017 12:44 PM
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2017 Corridor Survey – Written Response Summary

Summary Table

<i>Comment Type</i>	<i>Number</i>
Null	50
Support	47
Aesthetics	21
Roadway Concerns	20
Safety Concerns	18
Funding	18
Restaurant, Retail, and Entertainment	18
Pedestrian and Bicycle Infrastructure	13
Hotel Concerns	12
Green Space	10
Opposed	8
Retail Concerns	6
Multi-Family Concerns	6
Public Transit	5
International Plaza	5
Family Friendly Uses	4
Assisted Living/ Senior Housing	3
Industrial/Business Support	3
Residential Support	2
Other Concerns	19

From the survey, Staff collected 226 written responses supplementing the information provided in prior questions. Some of these responses were simple comments, while others were longer paragraphs covering multiple topics. These responses have been generalized into multiple categories in order to analyze which issues were most important to survey respondents. Due to the multi-topic nature of many responses, the total number of comments exceeds the total number of responses. The typography of comments, and a brief explanation of the comments covered by their respective categories, is as follows:

2017 Corridor Survey – Written Response Summary

Null/Not Applicable – 50

Comments in this category were blank, or otherwise indicated that it was a null response.

Support – 47

Comments in this category indicated overall support for the plan, the proposal, or that there was a need for improvement in the corridor.

Aesthetics – 21

These comments specifically expressed displeasure at the current aesthetic condition of the corridor or stated that aesthetic improvements were needed. Many focused on the overhead utility lines, or the condition of existing properties and landscaping.

Roadway Concerns – 20

These comments concerned traffic and roadway design concerns, primarily focused on the impact proposed changes (namely the proposed mid-block traffic signal and landscaped medians) would have on traffic flow. Other comments in this category expressed concern with the existing conditions of the roadway, including ease of turning movements, signage, traffic, and lighting.

Safety Concerns – 18

These comments underscored a concern with security in the corridor. Most comments focused on the aforementioned hotels, while others cited crimes in the area (“armed robbery”, “cars broken into”, and the presence of “riff-raff” were specifically mentioned). Other comments mentioned a lack of traffic safety, and requested better traffic enforcement.

Funding – 18

These comments expressed concern about funding for the project, with the overwhelming majority stating that they would not support an increase in taxes in order to accomplish the goals outlined by the project. One comment specified that they would not support a Special Assessment or TIF District, and another expressed opposition to using the general fund to finance improvements.

Restaurant, Retail, and Entertainment – 18

These comments generally expressed support and desire for additional restaurant, entertainment, and retail establishments on the corridor. Beyond a general wish for more of these establishments, some respondents articulated a desire for a “walking and shopping experience” similar to those afforded by other retail hubs in the Village.

Pedestrian and Bicycle Infrastructure – 13

Comments in this category expressed concerns related to pedestrian and bicycle infrastructure, specifically the current lack thereof. A recurring theme in these comments was the lack of a bicycle and pedestrian connection under I-90 to Elk Grove, and an indication that despite the lack of these formal facilities at present many individuals still travel that route, presenting a hazard.

2017 Corridor Survey – Written Response Summary

Hotel Concerns – 12

These comments highlighted opposition to any additional hotel uses being added to the corridor, or expressed displeasure at how existing hotels were being run. The primary reason cited by these respondents was that existing hotels are “seedy”, or that they bring “drugs and prostitution” into the Village. Specific hotels named include Motel 6 and the Red Roof Inn.

Green Space – 10

These comments expressed a desire for additional green space to be incorporated into the corridor. The scale of this desire ranged from coordinated landscaping along the roadway, to the addition of park facilities and plazas.

Opposed – 8

These comments clearly expressed opposition to any changes to the corridor, on the basis of financial cost or citing a lack of necessity.

Retail Concerns – 6

Comments in this category expressed opposition to the addition of new retail uses to the corridor. The common impression shared by these respondents was that there are currently many retail facilities vacant, both along the corridor and in the Village as a whole, and considering market trends this type of use may not be viable. Some respondents suggested greater emphasis on restaurant and/or entertainment uses.

Multi-family Concerns – 6

These comments showed opposition to adding any additional multi-family units. The areas of concern specifically were the impact these units would have on the school districts, on traffic, and the types of units that would be built (for the latter, one respondent stated “no cheap apartments or Section 8”).

Public Transit – 5

These comments related to a desire for increased public transit options. Most expressed a desire for a bus route to and from Downtown, and others suggested that integration with the PACE Bus Rapid Transit line on I-90 through creation of a formal bus stop or park and ride facility.

International Plaza – 5

These comments expressed displeasure at the state of International Plaza specifically, stating that they would like to improvement or demolition of the shopping center.

Family Friendly Uses – 4

These comments specifically mentioned adding “family friendly” use types to the corridor, primarily through business recruitment. Other comments mentioned improving safety (overall and related to transportation) so they would feel safer bringing their children to the area.

2017 Corridor Survey – Written Response Summary

Assisted Living/Senior Housing – 3

These comments mentioned that an assisted living or senior housing facility would be a desired use type on the corridor.

Industrial/Business Support – 3

These comments expressed support for adding additional business or industrial facilities along the corridor, with a focus on the tax-revenue it could generate.

Residential Support – 2

These comments expressed support for adding non-age specific housing to the corridor.

Other Concerns – 19

These comments covered a wide range of topics, many unrelated to the corridor. Comments that did refer to the corridor were not easily generalizable into the other categories, however these observations are listed below:

- “The planning and improvements should go all the way up to Central Road”
- “The Village Design Commission should be part of the review and approval process”
- “For retail, you could build on the big draw to that area, Mitsuwa...this could be an ethnic corridor that draws people from all over”
- “Why doesn’t the Arlington Heights Library put a branch in? The south side has lots of family and low-income [sic] who could benefit from a library branch”
- “I’d love to see some breweries come into the Arlington Heights area”
- “I’d rather have wider lanes in lieu of landscaped islands”

March 7, 2018

Messrs. William Enright and Charles Witherington-Perkins
Planning and Community Development Department
Village of Arlington Heights
33 South Arlington Heights Road
Arlington Heights, Illinois 60005

Re: South Arlington Heights Road Corridor Plan

Gentlemen:

I am writing to express our opinion of the proposed 2018 South Arlington Heights Road Corridor Plan on behalf of Bradford Allen Realty, the owner (through its various subsidiaries) of a site on the southeast corner of Arlington Heights and Algonquin Roads.

We have read the materials provided to us by—and have met with—members of the Planning and Community Development Department. Subsequent to our meeting, and after a thorough review of what is being proposed, we lend our full support to the proposed Plan.

In our opinion, amending the Comprehensive Plan in such a well-thought-out manner as has been presented will underpin the entire Corridor Plan. If properly executed, and adequately funded, the strategies articulated will clearly achieve the stated objectives. We believe that the suggested short and long-term street-level enhancements will dramatically better the overall appearance of the Corridor, reduce or eliminate the current banality of the area, and bring a true sense of place that is currently lacking. Further, the creation of a more pedestrian friendly environment through “traffic-calming” devices will improve circulation and, perhaps, provide the street life that is clearly needed.

The proposed increase in density and allowance for mixed use development on ours and other area sites suggested in the Plan will give the property owners’ the ability to create a mixed-use environment and true full-time community within the Corridor. At the same time, these changes will increase property values in, and adjacent to, the Corridor, providing the maximum benefit to both current and future businesses and residents of Arlington Heights.

Specifically, in the case of our site, a full redevelopment of these highly visible “keystone” parcels will allow for the realization of their highest-and-best use; and can act as a significant catalyst to future area development and the eventual fulfillment of the Village’s vision for the entire Corridor. As importantly, the proposed increased density will provide the critical mass and support a properly contextual overall design that will be a prominent “Gateway” for the Village and will serve as the perfect bookend to the well-known and highly successful redevelopment of Downtown Arlington Heights.

We look forward to the eventual realization of the profound changes that the Plan proposes and we look forward to working closely with you as the Plan evolves.

Very truly yours,



Jeffrey A. Bernstein



Item: Closed Session

Department: Village Manager's Office

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)(1): Appointment, employment, compensation, discipline, performance or dismissal of specific employees of the public body or legal counsel

Bid Section

Item:

Bid Opening Date:

Account Numbers:

Total Budget for Specific Item:

Bid Amount: