



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

March 6, 2017

8:00 PM

I. CALL TO ORDER

II. PLEDGE OF ALLEGIANCE

- A. Presentation of the Colors by Cub Scout Pack #129 from Dryden, Juliette Low, and John Jay Schools chartered by Southminster Presbyterian Church

III. ROLL CALL OF MEMBERS

IV. APPROVAL OF MINUTES

- A. Village Board 2/20/17

V. APPROVAL OF ACCOUNTS PAYABLE

- A. Warrant Register of 2/28/17

VI. RECOGNITIONS AND PRESENTATIONS

VII. PUBLIC HEARINGS

VIII. CITIZENS TO BE HEARD

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

IX. OLD BUSINESS

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. Authorization for Village Manager to enter into Electricity Supply Contracts
- B. Computer Replacement Program
- C. Police Pursuit Vehicles Purchase
- D. Public Works Pickup Trucks Purchase

CONSENT LEGAL

- A. An Ordinance Prohibiting the Use of Groundwater as a Potable Water Supply by the Installation of Potable Water Supply Wells or by Any Other Method
(5-39 E. Golf Terrace)
- B. An Ordinance Approving a Preliminary Plat of Resubdivision and Granting a Variation from Chapter 29 of the Arlington Heights Municipal Code
(Southpoint Shopping Center, 630-720 E. Rand Road)
- C. A Resolution Approving a Final Plat of Resubdivision
(Southpoint Resubdivision, 630-720 E. Rand Road)
- D. An Ordinance Amending Chapter 21 of the Arlington Heights Municipal Code
(Sections in Article IV, Cross Connection Control)

XI. APPROVAL OF BIDS

XII. NEW BUSINESS

- A. Arlington International Racecourse - 2200 W. Euclid Ave. - Sign Variation - DC#16-144
- B. Arlington Heights Police Station - 200 E. Sigwalt St. - PC#16-024 Amendment to PUD Ordinances 05-041 and 78-026

XIII. LEGAL

- A. An Ordinance Amending Special Use Permit Ordinance Number 90-082 and Granting Variations from Chapter 28 of the Arlington Heights Municipal Code

(Windsor School, 1315 E. Miner Street)

XIV. REPORT OF THE VILLAGE MANAGER

XV. APPOINTMENTS

XVI. PETITIONS AND COMMUNICATIONS

XVII. ADJOURNMENT

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



Item: Presentation of the Colors

Department: Village Manager's Office

Presentation of the Colors by Cub Scout Pack #129 from Dryden, Juliette Low, and John Jay Schools chartered by Southminster Presbyterian Church

Bid Section

Item:

Bid Opening Date:

Account Numbers:

Total Budget for Specific Item:

Bid Amount:



Item: Minutes of Feb. 20

Department: Village Clerk

Bid Section

Item:

Bid Opening Date:

Account Numbers:

Total Budget for Specific Item:

Bid Amount:

ATTACHMENTS:

Description

2/20/17 Minutes

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

February 20, 2017

8:00 PM

I. CALL TO ORDER

II. PLEDGE OF ALLEGIANCE

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

III. ROLL CALL OF MEMBERS

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

Trustee Glasgow was absent.

Also in attendance were: Randy Recklaus, Tom Kuehne, Scott Shirley, Diana Mikula, Charles Perkins, Mark Burkland, Robin Ward and Becky Hume.

IV. APPROVAL OF MINUTES

- A. Village Board 02/06/2017 Approved

Trustee Carol Blackwood moved to approve. Trustee Jim Tinaglia Seconded the Motion.

The Motion: Passed

Ayes: Blackwood, Farwell, Hayes, LaBedz, Rosenberg, Scaletta, Sidor, Tinaglia

Absent: Glasgow

V. APPROVAL OF ACCOUNTS PAYABLE

A. Warrant Register 2/15/17

Approved

Trustee Joe Farwell moved to approve the Warrant Register of 2/15/17 in the amount of \$1,333.066.58. Trustee Bert Rosenberg Seconded the Motion.

The Motion: Passed

Ayes: Blackwood, Farwell, Hayes, LaBedz, Rosenberg, Scaletta, Sidor, Tinaglia

Absent: Glasgow

VI. RECOGNITIONS AND PRESENTATIONS

VII. PUBLIC HEARINGS

VIII. CITIZENS TO BE HEARD

IX. OLD BUSINESS

A. Report of the Committee-of-the-Whole Meeting of February 13, 2017 Approved

Class 6b Tax Abatement Program

Trustee Scaletta moved, seconded by Trustee Glasgow, that the Committee-of-the-Whole recommend to the Village Board continued use of this program and continued funding from Class 6b applicants, subject to the following modifications:

- Modify the Village's criteria to eliminate the requirement for 10 Arlington Heights employees and include in the application that "the applicant should outline efforts to reach out to Arlington Heights residents, regarding future employment opportunities."
- Modify the Class 6b remittance agreement (10% of the tax savings annually to the Village during the first 5 years of the tax abatement) as follows: the Village will place these funds into the zero interest loan program or other economic development activities as may be approved by the Village. The motion passed with Trustees Blackwood, Glasgow, LaBedz, Scaletta,

Sidor, and Mayor Hayes voting aye and
Trustee Rosenberg voting no.

Trustee John Scaletta moved to approve. Trustee Robin LaBedz Seconded the Motion.

The Motion: Passed

Ayes: Blackwood, Farwell, Hayes, LaBedz, Rosenberg, Scaletta, Sidor, Tinaglia

Absent: Glasgow

- B. Report of the Committee-of-the-Whole Meeting of February 13, 2017 Approved

Proposed Modifications to the Small Business
Tax Rebate Program

Trustee Scaletta moved, seconded by Trustee LaBedz, that the Committee-of-the-Whole recommend to the Village Board approval of the proposed modifications to the Small Business Sales Tax Rebate Program:

- Increasing the rebate amount that the business receives to 50% of local sales tax generated throughout the duration of the incentive period.
- Increasing the maximum duration of the incentive period to five years, not to exceed the length of the lease.
- Reducing the expansion requirement to 25% of floor area for existing businesses. The base year requirement will remain in effect.
- Allowing the business to propose store hours, as long as it is open at least 40 hours per week and at least one weekend evening until 8:00 p.m. between April 1 and October 31, which the Village can take into account when considering the application. The application will recommend the business hours that were previously a requirement.
- Requiring a minimum three-year lease. However, the incentive period may not

exceed the duration of the lease.

- Removing language referencing that the business must "make an investment in their business or physical facilities," as this is already assumed by a tenant's commitment to a particular space. The motion passed unanimously.

Trustee John Scaletta moved to approve with a change to modification #4 which should read: Allowing the business to propose store hours, as long as it is open at least 40 hours per week and at least one evening per week until 8:00 p.m. between April 1 and October 31, which the Village can take into account when considering the application. The application will recommend the business hours that were previously a requirement. Trustee Robin LaBedz Seconded the Motion.

The Motion: Passed

Ayes: Blackwood, Farwell, Hayes, LaBedz, Rosenberg, Scaletta, Sidor, Tinaglia

Absent: Glasgow

X. CONSENT AGENDA

CONSENT OLD BUSINESS

CONSENT APPROVAL OF BIDS

- A. Parking Garage Rehabilitation - Phase 3 Contract Approved Award

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

The Motion: Passed

Ayes: Blackwood, Farwell, Hayes, LaBedz, Rosenberg, Scaletta, Sidor, Tinaglia

Absent: Glasgow

CONSENT NEW BUSINESS

- A. 2017 Budget Encumbrance Approved

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

The Motion: Passed

Ayes: Blackwood, Farwell, Hayes, LaBedz, Rosenberg, Scaletta, Sidor, Tinaglia

Absent: Glasgow

CONSENT LEGAL

- A. An Ordinance Dissolving Redevelopment Project Approved
Area No. 2 of the Village of Arlington Heights,
Illinois and Related Matters

Trustee Robin LaBedz moved to approve 17-007. Trustee Joe Farwell
Seconded the Motion.

The Motion: Passed

Ayes: Blackwood, Farwell, Hayes, LaBedz, Rosenberg, Scaletta, Sidor,
Tinaglia

Absent: Glasgow

- B. An Ordinance Dissolving Redevelopment Project Approved
Area No. 1 of the Village of Arlington Heights,
Illinois and Related Matters

Trustee Robin LaBedz moved to approve 17-008. Trustee Joe Farwell
Seconded the Motion.

The Motion: Passed

Ayes: Blackwood, Farwell, Hayes, LaBedz, Rosenberg, Scaletta, Sidor,
Tinaglia

Absent: Glasgow

- C. An Ordinance Amending Chapter 3 of the Approved
Arlington Heights Municipal Code (Section 3-
102h Powers and Duties of the Village Manager
related to Disposition of Personal Property)

Trustee Robin LaBedz moved to approve 17-009. Trustee Joe Farwell
Seconded the Motion.

The Motion: Passed

Ayes: Blackwood, Farwell, Hayes, LaBedz, Rosenberg, Scaletta, Sidor,
Tinaglia

Absent: Glasgow

CONSENT REPORT OF THE VILLAGE MANAGER

- A. Budget Amendment - Arlington Knolls Storm Sewer at Highland and Maude Project Approved

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

The Motion: Passed

Ayes: Blackwood, Farwell, Hayes, LaBedz, Rosenberg, Scaletta, Sidor, Tinaglia

Absent: Glasgow

CONSENT PETITIONS AND COMMUNICATIONS

- A. Bond Waiver - St. Edna Bingo Approved

Trustee Robin LaBedz moved to approve. Trustee Mike Sidor Seconded the Motion.

The Motion: Passed

Ayes: Blackwood, Farwell, Hayes, LaBedz, Rosenberg, Scaletta, Sidor, Tinaglia

Absent: Glasgow

XI. APPROVAL OF BIDS

XII. NEW BUSINESS

- A. Southpoint Shopping Center - 630-720 E. Rand Rd. - PC#16-025 Approved
Preliminary and Final Plat of Resubdivision

Mr. Perkins said the petitioner wishes to subdivide the out lots (Olive Garden, Chili's and a multi-tenant building) so they can be sold to new property owners. This would facilitate redevelopment opportunities for the remaining portions of the shopping center owned by the petitioner. There are conditions to keep the reciprocal easement agreement, and to ensure the long term plan for redevelopment.

Steve Bauer, Attorney for the petitioner, said there are no modifications to the physical structures that are there today. They anticipate a two phased process. This subdivision is the first step; the second will be the redevelopment of the remaining 7 + acres.

Trustee Scaletta asked if the subdivision would have a negative impact on annual maintenance like snow removal or landscaping. Mr. Perkins said it shouldn't be more complicated than it is right now as the reciprocal easement agreement would require mutual compliance.

President Hayes noted the recommendation from the Plan Commission was unanimous.

Trustee Robin LaBedz moved to approve. Trustee Mike Sidor Seconded the Motion.

The Motion: Passed

Ayes: Blackwood, Farwell, Hayes, LaBedz, Rosenberg, Scaletta, Sidor, Tinaglia

Absent: Glasgow

- B. Windsor School - 1315 E. Miner St. - PC#16-026 Approved
Amendment to Special Use Ordinance #90-082

Dr. Lori Bein, Superintendent of School District 25, said they proposing an expansion to Windsor School as enrollment is increasing. They are proposing 6 new classrooms, doubling the size of the gym and expanding the commons/cafeteria area.

President Hayes said an area of concern is the traffic management plan. It is difficult to negotiate this issue in a Board Meeting so it is not the intention that the traffic management plan will be negotiated this evening. This critical concern will be addressed at a public meeting on March 2nd.

Mr. Recklaus said that a new State Law says that a municipality exercising its zoning power should do so "in a reasonable manner that neither regulates educational activities...nor frustrates a school district's statutory duties." The Village is also required to hear the petition within 90 days of receiving it. The District's application was received 81 days ago. The Village's Engineering and Police Departments regularly meet with all 23 elementary schools on traffic issues and the situations are always changing. These are not easy issues and generally involve experimentation with different concepts and the coordination of volunteers, school staff and Village staff.

The formality of a Village Board meeting does not provide an appropriate forum for resolving the types of issues parents often have. Therefore, a public meeting has been scheduled for March 2nd at 9:45 a.m. at Village Hall. If another meeting is necessary, one will be scheduled. That time of day was chosen by the parents who have been in contact with the Village who said this time has the most success in getting people to come as there is not a conflict with kid activities.

Ryan Schulz, Director of Facilities of SD25, outlined the proposed expansion. To improve the traffic situation, the District plan includes:

- 12 new parking spaces.
- 19 land banked parking spots

- Additional parking capacity in the Miner School parking lot
- Additional Drop-off/Pick-up within the West Parking lot to accommodate 165 more children, reducing the pressure on Windsor Drive
- Request to add crosswalk markings at Windsor Drive and Miner Street
- Request for parking restrictions prohibiting parking on the east side of Windsor and the north side of Miner to ease congestion
- Request for restricting northbound Windsor Dr. from Campbell Street to Miner during dismissal times similar to the current restriction in the morning.

The District will encourage more students to use the west lot. It is also considering adding additional staff members to assist with getting students in and out of vehicles. The School will continue communications with driver expectations and a map for drop off and pick up. SD25 will also encourage carpooling, biking and walking.

Trustee Tinaglia asked if the boundaries were changing. Dr. Bein said no, that home turnover is the reason for the vast majority of growth. Trustee Tinaglia suggested that a road could wrap around the back of the school. Mr. Schulz said a road would cut off access to the playground and students would be being dropped off on the west side of school, not on entrance side. Trustee Tinaglia asked if the Plan Commissioners concerns had been resolved regarding the drop off/pick up issues. Mr. Recklaus said that staff wants to hear more from the residents and District and there is still work to be done. The physical improvements being proposed do not hinder the optimization of the drop off/pick up situation.

Trustee LaBedz asked if the parking lot should be one way. Steve Corcoran, traffic engineer, said they did think about it, but one advantage of having it two way is that there is a flow coming from the west. By allowing cars to take a left, it allows some of the traffic flow to be separated. Trustee LaBedz asked if the "No Parking" really meant no waiting. Mr. Schulz said it meant no parking or waiting.

Trustee Blackwood said two years ago the school said there was not enough staff to assist with the drop off/pick up. Dr. Bein said they are determining if staff needs to be increased. Staff already has assigned morning duties, but conversations have begun. It is challenging to hire people outside of staff; the District already struggles to fill crossing guard positions.

Trustee Blackwood said she observed that parents are the violators when she volunteered at Windsor. She asked how cars are policed, and if there have been meetings for parents to address traffic safety. Dr. Bein said parents receive information in newsletters, staff approaches violators and the Police have come and ticketed. She explained that more children are being driven to school than were 10 years ago.

Trustee Farwell said he was in favor of infrastructure expansion. He said he disagreed with the memo that went out to parents and thinks it kept people from speaking at the meeting tonight. He said the Village Board meeting is the best format to work out the details of potential modifications. Drop off and pick up are for short periods of time but occur over 300 times a year. He said there was a meeting on traffic February 1st that did not have neighborhood participation. The Board has a responsibility to have this heard. The 90 day clock is stopped. He said he was concerned that the Board is being held conservatively to the issue regarding regulating/frustrating school districts statutory duties. The Board spent hours talking about a turnaround and fence at St. James when they came for expansion. This is what the Board does. The Board is placing a lot of trust regarding the safety of our children in a series of meetings that will happen after the passage of the amendment to the Special Use. He said he cannot vote until the issue is fully thought out. This significant part will be fully vetted on March 2nd with the Board meeting following on the 6th. He said he will vote in favor in anticipation of recalling the decision at the March 6 Board meeting. This is the only way he can keep his vote as it acts as a place holder at the next meeting.

President Hayes said the Board has often approved petitions with conditions like #3, where after the vote; additional work is done to solve issues that are not appropriate being solved at a Board meeting. He said by holding a separate meeting, the Village is putting the issue into the hands of the stakeholders. He said the people who have children there are the ones qualified to decide what will work. President Hayes said he wants to rely on the people most heavily involved to make a sound decision in conjunction with the experts at the Village. He said he was not ready to do that, as he didn't feel qualified.

Trustee Sidor said the best laid plans get thwarted by people not being courteous and cited parking on Park Avenue in front of South Middle School as an example of people not obeying the traffic restrictions. He said that the Plan Commission spent 230 pages on traffic. The issue has been well vetted, but there may not be a perfect solution. Signs don't fix things, courteous parents do. He said he agreed with the Mayor that the meeting on March 2nd allows everyone to be heard. Even still, not everyone will buy in.

Trustee Rosenberg asked if there is a plan to split the people dropping off to one area or another. Dr. Bein said today, only Special Ed. and Foundations Program students are dropped off in west lot. By increasing that parking lot, general education students can drop off there as well. Most likely those approaching from the west would drop off in this lot, taking 170 students out of the Windsor Drive line.

Mr. Recklaus said staff is open to discussing any idea that is brought forward. Solutions are never permanent at schools; they are always a work in progress. In this school 10 years ago, the mode of transportation has

changed so much it has to be revisited. These are tricky operational issues that are fluid and not well suited to policy. The issue will be researched, discussed and decided. Trustee Rosenberg wondered if the meeting on March 2nd would have any resolutions. Mr. Recklaus said there will most likely be subsequent meetings and/or correspondence. Two years ago, the signage on Kensington was tweaked in different ways to try and achieve the safest result. This conversation is focused differently because of the proposed expansion. Trustee Rosenberg said he was uneasy in approving the petition without answers to condition #3.

Mr. Recklaus said very often there are conditions like this. These situations were happening before the addition was proposed. The Village will work with residents whether or not there is an addition. The two public entities are inherently obligated to resolve these issues which will continue to evolve.

Trustee Scaletta asked what changes were made two years ago when there was concern. Dr. Bein said the Police Department, the Village and PTA worked together to develop the pattern that exists today. They eliminated the northbound traffic on Windsor in the mornings. They added striping on curbing and had initial police presence. She said many of the problems come from non courteous parent drivers. Trustee Scaletta said if drop off/pick up was in the Ordinance, someone would have to petition Village Board to change it. The Board may over complicate this. He suggested having an evening meeting too so everyone is heard. Trustee Scaletta suggested adding cement on Windsor to eliminate snow strips and incentivizing people to volunteer.

Trustee Sidor asked if the protocol was correct. Mr. Burkland said the choices laid out are appropriate. At a future meeting if there is something displeasing, the Trustees can vote on the ordinance on one side or another. The chance to rescind is a parliamentary maneuver, but is the same as voting on the ordinance.

Trustee Farwell asked how the word would get out about meeting on March 2nd. Dr. Bein said parents have been emailed, social media will be used and there will be a posting on the Village website. The school will use its email system. Homeowners will receive hand delivered letters within 250 feet of the property. She said they are happy to set up an evening meeting as well. Trustee Farwell said an RSVP should not be needed and actively rescinded. Dr. Bein said the RSVP was intended to plan for appropriate meeting space.

President Hayes said because it is so significant, the experts including the parents need to be at this special meeting.

Stephanie Williams said she is a current "Drop and Go" leader. They need the addition and have needed it for years. She said parents asked if they could be involved with design and construction phases of this addition but the parents have not been heard. She encouraged the Village and D25 to

take a thorough look at the drop off plan and make changes, if it doesn't happen now, it will not happen. She said when there are mounds of snow; volunteers are picking up children out of their cars to get them to pavement. She said let's make this appropriate and not an act of law.

Trustee Blackwood said there are two meetings, during the day and in the evening for final determination what the final resolution is going to be. Every single Board member should volunteer as a "Drop and Go" parent to get the experience. If it weren't for the volunteers there would be no safety.

Mr. Recklaus said the Village will schedule a second meeting and keep the Board up to date.

Trustee Mike Sidor moved to approve. Trustee Jim Tinaglia Seconded the Motion.

The Motion: Passed

Ayes: Farwell, Hayes, LaBedz, Rosenberg, Scaletta, Sidor, Tinaglia

Nays: Blackwood

Absent: Glasgow

XIII. LEGAL

XIV. REPORT OF THE VILLAGE MANAGER

XV. APPOINTMENTS

XVI. PETITIONS AND COMMUNICATIONS

President Hayes said the Hearts of Gold dinner on Saturday night was an uplifting evening. He thanked the Special Events Commission and congratulated the nominees and winners.

President Hayes expressed condolences to the Crawford family, who lost three members to a tragic traffic accident.

- 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 Robin LaBedz moved to adjourn to Closed Session at 9:41 p.m.

Trustee John Scaletta Seconded the Motion.

The Motion: Passed

Ayes: Blackwood, Farwell, Hayes, LaBedz, Rosenberg, Scaletta, Sidor,
Tinaglia

Absent: Glasgow



Item: Warrant Register 2/28/17

Department: Village Clerk

Bid Section

Item:

Bid Opening Date:

Account Numbers:

Total Budget for Specific Item:

Bid Amount:

ATTACHMENTS:

Description	Type
Warrant Register 2/28/17	Warrant Register



VILLAGE OF ARLINGTON HEIGHTS

WARRANT REGISTER FOR

CHECK DATE: 2 - 28 - 2017

Fund	Fund Description	Total Transaction Amount
101	General Fund	\$292,582.22
215	CDBG Fund	\$2,239.16
227	Foreign Fire Ins Tax Fund	\$395.73
231	Criminal Investigation Fd	\$1,264.45
235	Municipal Parkg Opr Fund	\$3,566.85
401	Capital Projects Fund	\$34,097.49
431	Public Building Fund	\$135,834.65
505	Water and Sewer Fund	\$88,979.55
515	Arts,Entert & Events Fund	\$1,643.54
605	Health Insurance Fund	\$15,326.39
611	General Liability Ins Fnd	\$17,196.69
615	Workers Compensation Ins	\$101,368.45
621	Fleet Operations Fund	\$24,215.59
625	Technology Fund	\$34,496.78
715	Guaranty Deposits Fund	\$2,400.00
TOTAL ALL FUNDS		\$755,607.54

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
Department: 0					
Division: 0					
204861	505-0000-140.10-00	AMERICAN PRINTING TECHNOLOGIES	POSTAGE	\$1,814.34	\$1,814.34
204871	715-0000-220.93-00	ARLINGTON HTS MEMORY	REFUND BOND	\$200.00	\$200.00
204879	101-0000-433.14-00	CYNTHIA BELLOWE	REFUND AMBULANCE CLAIM	\$400.00	\$400.00
204881	101-0000-433.14-00	BLUE CROSS BLUE SHIELD	REFUND AMBULANCE CLAIM	\$320.00	\$393.92
			REFUND AMBULANCE CLAIM	\$73.92	
204884	715-0000-220.93-00	BRUCE MILLER	REFUND BOND	\$200.00	\$200.00
204885	715-0000-220.93-00	BRUCE MILLER	REFUND BOND	\$200.00	\$200.00
204887	101-0000-120.80-00	CAMPBELL COURTE CONDOMINIUMS	OVERPAY FALSE ALARM	\$50.00	\$50.00
204892	505-0000-472.30-00	EMILIA CASTRO	REFUND DUPLICATE METER	\$220.00	\$220.00
204925	101-0000-433.14-00	COUNTY CARE	REFUND AMBULANCE CLAIM	\$127.34	\$127.34
204949	505-0000-120.80-00	GOMPERTZ, KARL	REFUND WATER	\$30.20	\$30.20
204951	101-0000-433.14-00	GRANELL, DORIS	REFUND AMBULANCE CLAIM	\$300.00	\$300.00
204953	235-0000-435.65-03	JOSEPH GUERRIERO	REFUND PARKING PERMIT	\$40.00	\$40.00
204963	101-0000-421.05-00	KYLE HOGAN	REFUND VEHICLE STICKER	\$5.00	\$5.00
204982	101-0000-421.05-00	PATRICIA IVERS	REFUND VEHICLE STICKER	\$30.00	\$30.00
204983	715-0000-220.93-00	J & S PLUMBING	REFUND BOND	\$200.00	\$200.00
204984	715-0000-220.93-00	J & S PLUMBING	REFUND BOND	\$200.00	\$200.00
204985	715-0000-220.93-00	J & S PLUMBING	REFUND BOND	\$200.00	\$200.00
204987	505-0000-120.80-00	JJTK, LLC	REFUND WATER	\$66.97	\$66.97
204993	101-0000-140.52-00	KONICA MINOLTA BUSINESS USA	COPIER MAINT MAILROOM	\$198.84	\$198.84
205005	101-0000-433.14-00	VICKIE MARHIN	REFUND AMBULANCE CLAIM	\$75.00	\$75.00
205007	101-0000-421.10-00	KEVIN MC CASKY	REFUND OVERPAY BUS LC	\$575.00	\$575.00
205010	715-0000-220.93-00	MG BROTHERS	REFUND BOND	\$200.00	\$200.00
205015	101-0000-421.10-00	MUNICIPAL WELL & PUMP	REFUND BUSINESS LICENSE	\$130.00	\$130.00
205016	101-0000-140.50-00	MURNANE PAPER CO	PAPER, OFFICE, MAILROOM	\$168.00	\$168.00
205018	101-0000-433.14-00	NATL GOVERNMENT SERVICES	REFUND AMBULANCE CLAIM	\$289.75	\$289.75
205025	715-0000-220.93-00	NORTHWEST METAL CRAFT	REFUND BOND	\$200.00	\$200.00
205036	101-0000-421.05-00	JESSICA PUTRA	REFUND VEHICLE STICKER	\$26.25	\$26.25
205045	715-0000-220.93-00	RICHARD E RABS	REFUND BOND	\$200.00	\$200.00
205050	715-0000-220.93-00	SAENZ CONSTRUCT	REFUND BOND	\$200.00	\$200.00

Check Date: 2017 - 2 - 28

WARRANT REGISTER - GM0002

Date: Wednesday, March 01, 2017
Page 2

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
205052	715-0000-220.93-00	SCARAVALLE CO INC	REFUND BOND	\$200.00	\$200.00
205053	715-0000-220.93-00	SCARAVALLE COMPANY INC	REFUND BOND	\$200.00	\$200.00
205056	101-0000-433.14-00	LISA SHERIFF	REFUND AMBULANCE CLAIM	\$50.00	\$50.00
205058	101-0000-441.35-00	SHOMALI, ADEL	REFUND TICKET	\$10.00	\$10.00
205061	101-0000-421.05-00	ROBERT SMITH	REFUND VEHICLE STICKER	\$30.00	\$30.00
205083	235-0000-435.65-02	CHARLIE TROUT	REFUND PARKING PERMIT	\$30.00	\$30.00
205089	101-0000-433.14-00	SANDRA VLIET	REFUND AMBULANCE CLAIM	\$74.60	\$74.60
205092	101-0000-422.05-00	DAVID WEINER	REFUND OVERPAY PERMIT	\$29.00	\$29.00
801619	101-0000-210.95-00	RTA/CTA BENEFIT PROGRAM	BENEFIT PROGRAM	\$564.50	\$564.50
901215	101-0000-210.91-00	EMPLOYEE BENEFITS CORP	FSA CLAIMS 2113117	\$6,198.47	\$6,198.47
Total Division:				\$14,327.18	
Total Department:				\$14,327.18	

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
Department: 1 Board of Trustees					
Division: 1					
204869	101-0101-501.22-03	ARLINGTON HTS CHAMBER OF COM	CHAMBER INSTALLATION	\$825.00	\$825.00
204889	101-0101-501.21-65	CAPTION FIRST INC	CLOSED CAPTIONING JANUARY	\$300.00	\$300.00
205000	101-0101-501.21-65	LORELLE COMMUNICATIONS INC	BOARD MEETINGS	\$4,500.00	\$4,500.00
Total Division:				\$5,625.00	
Total Department:				\$5,625.00	

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
Department: 2 Integrated Services					
Division: 1					
204869	101-0201-502.22-03	ARLINGTON HTS CHAMBER OF COM	CHAMBER INSTALLATION	\$150.00	\$150.00
204956	101-0201-502.22-03	HARRIS TRUST & SAVINGS BANK	CORNER BAKERY	\$444.38	\$777.88
			MARRIOTT PERE PEORIA	\$333.50	
204964	101-0201-502.21-65	LEE HOGAN	AERIAL PHOTOS FOR WEBSITE	\$350.00	\$350.00
204974	101-0201-502.22-02	IL NATOA	DUES TELECOMMUNICATIONS	\$75.00	\$75.00
205027	101-0201-502.30-05	OFFICE DEPOT	OFFICE SUPPLIES	\$5.00	\$211.54
			OFFICE SUPPLIES	\$206.54	
205066	101-0201-502.21-65	SPRINT	456761884	\$100.00	\$100.00
Total Division:				\$1,664.42	
Total Department:				\$1,664.42	

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
Department: 3 Human Resources					
Division: 1					
204942	615-0301-552.42-75	GALLAGHER BASSETT SERVICES INC	CLAIMS - MEDICAL LOSS	\$16,697.47	\$29,239.36
			CLAIMS - MEDICAL LOSS	\$12,541.89	
	615-0301-552.42-80		CLAIMS - W/C	\$32,161.90	\$71,064.09
			CLAIMS - W/C	\$38,902.19	
204956	605-0301-552.20-50	HARRIS TRUST & SAVINGS BANK	BURGER BARON 2	\$111.71	\$111.71
	615-0301-552.22-03		SHRM SHRMSTORE	\$1,065.00	\$1,065.00
205023	605-0301-552.20-50	NORTHWEST COMMUNITY HOSPITAL	SERVICE HEALTH TESTING	\$3,040.00	\$6,895.00
			SERVICE HEALTH TESTING	\$2,173.00	
			SERVICE HEALTH TESTING	\$1,682.00	
205040	101-0301-503.22-03	RATH, MARY	NPELRA CONFERENCE	\$307.40	\$307.40
901216	605-0301-552.20-65	PRUDENTIAL INSURANCE CO OF AMERICA	FEB LIFE PREMIUM	\$5,617.18	\$5,617.18
	605-0301-552.20-66		FEB LIFE PREMIUM (SUPPL)	\$2,702.50	\$2,702.50
Total Division:				\$117,002.24	
Total Department:				\$117,002.24	

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
Department: 4 Legal Department					
Division: 1					
204880	101-0401-503.22-15	BHFX LLC	SERVICE PRINTING	\$7.50	\$7.50
204904	101-0401-503.20-20	CLARK BAIRD SMITH LLP	LEGAL SERVICES	\$83.75	\$83.75
204937	101-0401-503.22-05	FEDERAL EXPRESS	SHIPPING/DELIVERY SERVICE	\$26.60	\$53.20
			SHIPPING/DELIVERY SERVICE	\$26.60	
205027	101-0401-503.30-05	OFFICE DEPOT	OFFICE SUPPLIES	\$519.02	\$338.45
			OFFICE SUPPLIES	(\$180.57)	
205047	101-0401-503.21-65	ROSE MARY JURINEK	COURT REPORTER	\$751.00	\$751.00
205091	101-0401-503.22-03	WARD ROBIN	NPELRA CONFERENCE	\$329.00	\$329.00
Total Division:				\$1,562.90	
Total Department:				\$1,562.90	

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
Department: 5 Finance					
Division: 1					
204862	505-0501-503.22-05	AMERICAN PRINTING TECHNOLOGIES	POSTAGE	\$1,883.10	\$1,883.10
	505-0501-503.22-10		SERVICE MISCELLANEOUS	\$720.35	\$720.35
204865	101-0501-503.21-65	ANDRES MEDICAL BILLING LTD	SERVICE FINANCIAL	\$5,526.20	\$5,526.20
204942	611-0501-552.42-53	GALLAGHER BASSETT SERVICES INC	CLAIMS - VEHICLE LOSS	\$8,497.86	\$8,497.86
	611-0501-552.42-60		CLAIMS - LIABILITY LOSS	\$153.75	\$8,698.83
			CLAIMS - LIABILITY LOSS	\$8,545.08	
205027	101-0501-503.30-05	OFFICE DEPOT	OFFICE SUPPLIES	\$88.82	\$1,120.71
			OFFICE SUPPLIES	\$206.99	
			OFFICE SUPPLIES	\$434.65	
			OFFICE SUPPLIES	\$8.97	
			OFFICE SUPPLIES	\$354.29	
			OFFICE SUPPLIES	\$26.99	
205029	101-0501-503.22-01	PADDOCK PUBLICATIONS INC	ADVERTISING	\$52.65	\$52.65
205063	101-0501-503.30-05	SOUTHERN COMPUTER WAREHOUSE	PRINTER TONER	\$87.79	\$87.79
205073	505-0501-503.22-10	SUMMIT PRINT SOLUTIONS	WATERBILL PRINTING SRVS	\$856.25	\$1,819.85
			PRINTING SRVS WATER FORMS	\$963.60	
Total Division:				\$28,407.34	
Total Department:				\$28,407.34	

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
Department: 6 Information Technology					
Division: 1					
204863	625-0601-553.20-39	AMERICANEAGLE INC	MONTHLY HOSTING FEES	\$180.00	\$180.00
204866	625-0601-553.30-05	ARC DOCUMENT SOLUTIONS LLC	OFFICE SUPPLIES	\$405.00	\$405.00
204888	625-0601-553.30-05	CANON SOLUTIONS AMERICA	OFFICE SUPPLIES	\$370.00	\$370.00
204893	625-0601-572.50-10	CDS OFFICE TECHNOLOGIES	COMPUTERS,DP & WORD PROC.	\$10,776.00	\$10,776.00
204894	625-0601-572.50-10	CDW GOVERNMENT INC	PRINTER REPLACEMENT	\$350.00	\$350.00
204910	625-0601-553.21-65	COMCAST PROCESSING CENTER	ACCT 907065060	\$5,214.33	\$5,214.33
204937	625-0601-553.22-05	FEDERAL EXPRESS	SHIPPING/DELIVERY SERVICE	\$36.07	\$36.07
204956	625-0601-553.33-05	HARRIS TRUST & SAVINGS BANK	GOVCNCTN	(\$10.89)	\$-10.89
205027	625-0601-553.30-05	OFFICE DEPOT	OFFICE SUPPLIES	\$120.99	\$120.99
205063	625-0601-553.30-05	SOUTHERN COMPUTER WAREHOUSE	OFFICE SUPPLIES	\$229.89	\$229.89
	625-0601-572.50-10		HP PRINTER	\$147.70	\$147.70
205074	625-0601-553.20-39	SUNGARD PUBLIC SECTOR	SERVICE MISCELLANEOUS	\$16,019.18	\$16,019.18
205087	625-0601-553.21-65	VERIZON WIRELESS	INV 9780214611	\$79.71	\$79.71
801616	625-0601-553.21-65	AT & T	8310002604723	\$578.80	\$578.80
Total Division:				\$34,496.78	
Total Department:				\$34,496.78	

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
Department: 10 Boards & Commissions					
Division: 11					
205042	101-1011-502.30-01	RECORD INFORMATION SERVICES INC	PUBLICATIONS	\$575.00	\$575.00
Total Division:				\$575.00	
Division: 14					
205065	101-1014-502.33-05	TOM SPICER	TEEN JOB FAIR SUPPLIES	\$66.68	\$66.68
Total Division:				\$66.68	
Division: 18					
204858	515-1018-525.40-55	ALPHAGRAPHS	HEARTS OF GOLD PROGRAM	\$637.04	\$637.04
204940	515-1018-525.40-55	STEVEN FROMM	REIMBURSEMENT SUPPLIES	\$1,006.50	\$1,006.50
Total Division:				\$1,643.54	
Division: 19					
205084	101-1019-502.40-55	ULINE INC	PLASTIC CORE BOARD	\$174.38	\$189.38
			PLASTIC CORE BOARD	\$15.00	
Total Division:				\$189.38	
Total Department:				\$2,474.60	

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
Department: 30 Police Department					
Division: 1					
204853	101-3001-511.30-35	JEFFREY C AIELLO	CLOTHING	\$15.00	\$15.00
204868	101-3001-511.40-67	ARLINGTON HEIGHTS ANIMAL HOSPITAL	CANINE PROGRAM	\$102.00	\$102.00
204876	101-3001-511.33-25	RODOLFO AVALOS	REIMBURSE SUPPLIES	\$49.52	\$49.52
204895	101-3001-511.33-25	CFE TAGMAN SOUTH	POLICE EQUIPMENT & SUPPLY	\$1,635.40	\$1,635.40
204902	101-3001-511.21-65	CITY OF ST CHARLES	OTHER SERVICES	\$1,100.00	\$1,100.00
204907	101-3001-511.22-03	COLLEGE OF DUPAGE	BASIC RECRUIT TRAINING	\$6,226.00	\$6,611.00
			REGISTRATION	\$195.00	
			REGISTRATION	\$95.00	
			REGISTRATION	\$95.00	
204924	101-3001-511.33-30	CORPORATE IDENTITY INC	SUPPLIES	\$229.21	\$229.21
204926	101-3001-511.33-05	CROWN TROPHY	PLAQUES	\$400.00	\$400.00
204941	101-3001-511.22-03	JUSTIN FRYKSDALE	TRAINING	\$30.00	\$30.00
204943	101-3001-511.22-03	ANDREW GATZ	TRAINING	\$15.00	\$15.00
204945	101-3001-511.30-35	DOUGLAS GLANZ	CLOTHING	\$131.74	\$131.74
204947	101-3001-511.21-65	GOLF ROSE PET LODGE	SERVICE MISCELLANEOUS	\$14.15	\$30.55
			SERVICE MISCELLANEOUS	\$16.40	
204948	101-3001-511.22-03	TARYN GOMBAR	TRAINING	\$30.00	\$30.00
204956	101-3001-511.22-03	HARRIS TRUST & SAVINGS BANK	SAFE KIDS WORLDWIDE	\$50.00	\$50.00
	101-3001-511.33-25		AMAZON MKTPLACE PMTS	\$399.00	\$399.00
204960	101-3001-511.22-10	HEART PRINTING INC	SERVICE PRINTING	\$268.00	\$268.00
204986	101-3001-511.30-35	JG UNIFORMS	CLOTHING	\$116.25	\$317.30
			CLOTHING	\$43.05	
			CLOTHING	\$158.00	
204991	101-3001-511.33-25	KIESLER POLICE SUPPLY & AMMUNITION	SUPPLIES	\$762.00	\$762.00
205002	101-3001-511.33-25	LOWES COMMERCIAL SERVICES	SUPPLIES	\$56.80	\$56.80
205003	101-3001-511.33-05	MAJOR CASE ASSISTANCE TEAM	REGISTRATION	\$220.00	\$220.00
205027	101-3001-511.30-05	OFFICE DEPOT	OFFICE SUPPLIES	\$160.99	\$651.82
			OFFICE SUPPLIES	\$301.85	
			OFFICE SUPPLIES	\$120.79	
			OFFICE SUPPLIES	\$68.19	

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
205028	101-3001-511.22-03	RYAN PACYGA	TRAINING	\$15.00	\$15.00
205031	101-3001-511.22-10	PHOENIX-VETERANS	PRINTING	\$272.18	\$272.18
205041	101-3001-511.30-35	RAY O'HERRON	CLOTHING	\$556.99	\$2,712.21
			CLOTHING	\$7.50	
			CLOTHING	\$100.00	
			CLOTHING	\$138.00	
			CLOTHING	\$168.97	
			CLOTHING	\$69.95	
			CLOTHING	\$30.99	
			CLOTHING	\$133.99	
			CLOTHING	\$42.00	
			CLOTHING	\$107.99	
			CLOTHING	\$85.99	
			CLOTHING	\$99.95	
			CLOTHING	\$138.00	
			CLOTHING	\$49.00	
			CLOTHING	\$23.98	
			CLOTHING	\$28.00	
			CLOTHING	\$40.99	
			CLOTHING	\$39.00	
			CLOTHING	\$155.00	
			CLOTHING	\$39.99	
			CLOTHING	\$70.00	
			CLOTHING	\$90.00	
			CLOTHING	\$138.00	
			CLOTHING	\$84.99	
			CLOTHING	\$30.99	
			CLOTHING	\$62.00	
			CLOTHING	\$179.95	
205051	101-3001-511.33-25	SAM'S CLUB	SUPPLIES	\$181.36	\$181.36
205060	101-3001-511.30-35	SKEETER KELL SPORTS	CLOTHING	\$330.00	\$330.00
205070	101-3001-511.22-03	STREET SMART SEMINARS	REGISTRATION	\$350.00	\$350.00
205073	101-3001-511.22-10	SUMMIT PRINT SOLUTIONS	SERVICE PRINTING	\$48.00	\$48.00
205080	101-3001-511.21-65	THOMSON REUTERS	SERVICE PROFESSIONAL	\$321.60	\$321.60

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
205085	401-3001-572.50-15	ULTRA STROBE COMMUNICATIONS INC	EQUIPMENT SQUAD 3109	\$4,612.05	\$4,612.05
205088	101-3001-511.22-03	JONATHAN VINSON	TRAINING	\$15.00	\$15.00
205090	101-3001-511.21-65	WALGREEN COMPANY	SERVICE PROFESSIONAL	\$50.09	\$50.09
Total Division:				\$22,011.83	
Division: 3					
205017	231-3003-511.40-11	NATL ASSOCIATION OF TOWN WATCH	NATL NIGHT OUT SUPPLIES	\$1,114.45	\$1,114.45
205064	231-3003-511.40-11	SPERANDO, RICHARD	TRAINING	\$150.00	\$150.00
Total Division:				\$1,264.45	
Total Department:				\$23,276.28	

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
Department: 35 Fire					
Division: 1					
204854	101-3501-512.31-65	AIR ONE EQUIPMENT	HARDWARE SUPPLIES	\$428.85	\$428.85
204874	101-3501-512.33-50	ATLANTIC SAFETY PRODUCTS	EXAM GLOVES	\$1,075.94	\$1,075.94
204882	101-3501-512.33-50	BOUND TREE MEDICAL LLC	MEDICAL SUPPLIES	\$1,088.16	\$3,581.96
			MEDICAL SUPPLIES	\$2,493.80	
204897	101-3501-512.33-50	CHANNING BETE COMPANY INC	CPR CARDS	\$284.95	\$284.95
204907	101-3501-512.22-03	COLLEGE OF DUPAGE	TACTICS II- M.RETEL	\$487.50	\$487.50
204938	101-3501-512.31-65	FIRECOM	RADIO HEADSET	\$995.67	\$995.67
	101-3501-512.31-85		RADIO & TELECOMMUNICATION	\$1,980.07	\$1,980.07
204956	101-3501-512.21-65	HARRIS TRUST & SAVINGS BANK	TEAMSNAPE	\$69.99	\$69.99
	101-3501-512.22-03		I HOTEL	\$247.82	\$451.66
			HYATT PLACE NORMAL	\$203.84	
	101-3501-512.30-05		AMAZON MKTPLACE PYMTS	\$8.95	\$8.95
	101-3501-512.31-60		TFA FISHER SCI CHICAGO	\$193.43	\$193.43
	101-3501-512.31-65		AMAZON.COM	\$19.99	\$19.99
	101-3501-512.33-05		VERIZON WRLS M147401	\$49.50	\$94.63
			AMAZON.COM	\$45.13	
204973	101-3501-512.22-02	IL FIRE CHIEFS ASSOC FOUNDATION	2017 DUES	\$650.00	\$650.00
	101-3501-512.22-03		INSTRUCTOR 1 CLASS	\$300.00	\$600.00
			INSTRUCTOR 1 CLASS	\$300.00	
204979	101-3501-512.22-10	INNERWORKINGS LLC	BUSINESS CARDS	\$54.50	\$54.50
204986	101-3501-512.30-35	JG UNIFORMS	SHOES AND BOOTS	\$230.00	\$483.85
			CLOTHING	\$119.85	
			CLOTHING	\$134.00	
204992	101-3501-512.31-65	KNOX COMPANY	KNOX BOX STROBE LIGHTS	\$220.00	\$220.00
205014	101-3501-512.31-85	MPC COMMUNICATIONS & LIGHTING INC	HOSE KIT	\$169.10	\$169.10
205022	101-3501-512.22-03	NORTHWEST COMMUNITY HOSP	TRAINING	\$4,948.00	\$4,948.00
205027	101-3501-512.30-05	OFFICE DEPOT	OFFICE SUPPLIES	\$196.08	\$196.08
205038	101-3501-512.31-60	R H MEDICAL	MEDICAL OXYGEN	\$313.50	\$313.50
205043	101-3501-512.30-35	RED WING SHOE STORE	UNIFORM BOOTS	\$116.99	\$116.99
205057	101-3501-512.31-65	SHERWIN ACE HARDWARE	ELECTRICAL EQUIP & SUPPLY	\$44.45	\$44.45

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
205059	401-3501-572.50-15	SIGNAL PERFECTION LTD	VISUAL EQUIPMENT/SUPPLIES	\$28,365.28	\$28,365.28
205075	101-3501-512.33-05	SYLVIA'S FLOWERS INC	FLORAL ARRANGEMENT	\$89.95	\$172.44
			FLORAL ARRANGEMENT	\$82.49	
205093	101-3501-512.21-65	24-7 & ASHI EMS REMITTANCE	EMS SOFTWARE	\$2,808.00	\$2,808.00
Total Division:				\$48,815.78	
Total Department:				\$48,815.78	

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
Department: 37 Foreign Fire Insurance					
Division: 1					
204850	227-3701-512.50-15	ABT ELECTRONICS	EQUIPMENT MSINTENANCE	\$395.73	\$395.73
Total Division:				\$395.73	
Total Department:				\$395.73	

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
Department: 40 Planning					
Division: 1					
204860	101-4001-521.22-02	AMERICAN PLANNING ASSOC	DUES	\$644.00	\$1,113.00
			DUES	\$469.00	
204931	101-4001-521.30-01	DOWNTOWN IDEA EXCHANGE	PUBLICATION	\$236.50	\$236.50
204950	101-4001-521.20-05	GOVTEMPSUSA LLC	SERVICE PROFESSIONAL	\$1,344.00	\$5,824.00
			SERVICE PROFESSIONAL	\$896.00	
			SERVICE PROFESSIONAL	\$896.00	
			SERVICE PROFESSIONAL	\$896.00	
			SERVICE PROFESSIONAL	\$896.00	
			SERVICE PROFESSIONAL	\$896.00	
204954	401-4001-571.50-30	HAMPTON LENZINI & RENWICK INC	SERVICE PROFESSIONAL	\$521.50	\$521.50
204956	101-4001-521.21-65	HARRIS TRUST & SAVINGS BANK	AOL ITUNS	\$0.99	\$0.99
204997	101-4001-521.21-65	LEGRAND REPORTING & VIDEO SERVICES	TRANSCRIPT SERVICES	\$354.65	\$354.65
205027	101-4001-521.30-05	OFFICE DEPOT	OFFICE SUPPLIES	\$48.99	\$1,089.88
			OFFICE SUPPLIES	\$966.10	
			OFFICE SUPPLIES	\$74.79	
205029	101-4001-521.22-01	PADDOCK PUBLICATIONS INC	ADVERTISING	\$380.70	\$126.70
			ADVERTISING	(\$254.00)	
205037	101-4001-521.33-05	QUALITY BANNERS	FLAGS, POLES, BANNERS	\$7,195.87	\$7,195.87
Total Division:				\$16,463.09	
Total Department:				\$16,463.09	

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
Department: 41 Community Devl Block Grnt					
Division: 1					
204899	215-4101-522.41-17	CHILDREN'S ADVOCACY CENTER	SUPPORT SERVICES	\$410.00	\$410.00
204999	215-4101-522.41-73	LIFE SPAN	CDBG PROGRAM	\$750.00	\$750.00
205044	215-4101-522.41-04	RESOURCES FOR COMMUNITY LIVING	CDBG PROGRAM	\$1,079.16	\$1,079.16
Total Division:				\$2,239.16	
Total Department:				\$2,239.16	

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
Department: 45 Building					
Division: 1					
204952	101-4501-523.20-35	GRIVAS KRAUSE ASSOCIATES LTD	PLAN REVIEWS	\$440.00	\$440.00
204956	101-4501-523.22-03	HARRIS TRUST & SAVINGS BANK	BUILDING MEDIA INC	\$29.00	\$222.50
			BUILDING MEDIA INC	\$29.00	
			NATIONAL EMERGENCY	\$164.50	
204980	101-4501-523.22-03	INTL CODE COUNCIL INC	TRAINING	\$637.62	\$676.12
			CODE BOOK	\$38.50	
205027	101-4501-523.30-05	OFFICE DEPOT	OFFICE SUPPLIES	\$258.73	\$258.73
205072	101-4501-523.22-02	SUBURBAN BLDG OFFICIALS CONFER	ANNUAL MEMBERSHIP DUES	\$75.00	\$75.00
205079	101-4501-523.21-65	THOMPSON ELEVATOR INSPECTION	SERVICE BLDG MAINT	\$38.00	\$7,656.00
			SERVICE BLDG MAINT	\$38.00	
			SERVICE BLDG MAINT	\$6,972.00	
			SERVICE BLDG MAINT	\$532.00	
			SERVICE BLDG MAINT	\$76.00	
Total Division:				\$9,328.35	
Division: 2					
2082	101-4502-523.40-60	RESIDENCES AT ARLINGTON HEIGHTS	RENTING HOUSING ASSIST	\$150.00	\$150.00
204851	101-4502-523.20-25	AFFILIATED CLINICIANS CS	COUNSELING	\$200.00	\$200.00
204906	101-4502-523.33-10	CLIA LABORATORY PROGRAM	CLINIC SUPPLIES	\$150.00	\$150.00
204956	101-4502-523.40-53	HARRIS TRUST & SAVINGS BANK	TMOBILE POSTPAID	\$30.00	\$1,014.81
			GYNECOLOGICAL AND OBST	\$35.00	
			TRACFPNE AIRTIME	\$11.47	
			JEWEL - SUPPLIES	\$105.00	
			GROOT INDUSTRIES INCORP	\$52.50	
			COMED PAYMENT	\$76.31	
			NICOR GAS BILL	\$118.84	
			COMED PATMENT	\$202.04	
			NICOR GAS BILL	\$102.95	
			COMED PAYMENT	\$173.73	

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
204956	101-4502-523.40-53	HARRIS TRUST & SAVINGS BANK	GROOT INDUSTRIES INCORP	\$106.97	\$1,014.81...
204988	101-4502-523.20-25	JOURNEYS COUNSELING CENTER LLC	COUNSELING	\$338.50	\$338.50
204994	101-4502-523.33-10	PATTI KOZLOWSKI	IMMUNIZATION SUPPLIES	\$52.16	\$62.16
			IMMUNIZATION SUPPLIES	\$10.00	
205027	101-4502-523.30-05	OFFICE DEPOT	OFFICE SUPPLIES	\$187.76	\$187.76
Total Division:				\$2,103.23	
Division: 3					
204932	101-4503-523.21-65	PAULA DRUES	OTHER SERVICES	\$500.00	\$500.00
204955	101-4503-523.21-65	HARPER COLLEGE	INTERMEDIATE SPANISH	\$80.00	\$80.00
204956	101-4503-523.21-65	HARRIS TRUST & SAVINGS BANK	VOLGISTICS INC	\$61.00	\$61.00
	101-4503-523.30-05		AMAZON MKTPLACE PMTS	\$69.99	\$69.99
	101-4503-523.31-65		AMAZON MKTPLACE PMTS	\$178.48	\$335.32
			AMAZON MKTPLACE PMTS	\$36.00	
			AMAZON.COM	\$16.20	
			SAMS CLUB	\$104.64	
205027	101-4503-523.31-65	OFFICE DEPOT	SUPPLIES	\$50.28	\$50.28
205032	101-4503-523.22-05	POSTMASTER ARLINGTON HEIGHTS	PERMIT 2594	\$439.60	\$439.60
Total Division:				\$1,536.19	
Total Department:				\$12,967.77	

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
Department: 50 Engineering					
Division: 1					
204929	101-5001-524.21-65	DLT SOLUTIONS	COMPUTERS,DP & WORD PROC.	\$3,067.77	\$3,672.72
			COMPUTERS,DP & WORD PROC.	\$604.95	
204956	101-5001-524.22-02	HARRIS TRUST & SAVINGS BANK	AWWA.ORG	\$83.00	\$166.00
			AWWA.ORG	\$83.00	
	101-5001-524.22-03		U OF IL ONLINE PAYMENT	\$190.00	\$570.00
			U OF IL ONLINE PAYMENT	\$190.00	
			U OF IL ONLINE PAYMENT	\$190.00	
204978	101-5001-524.20-05	INFRASTRUCTURE MGMT SERVICES	SERVICE PROFESSIONAL	\$790.00	\$790.00
Total Division:				\$5,198.72	
Total Department:				\$5,198.72	

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
Department: 71 Public Works					
Division: 1					
204852	101-7101-531.21-11	AFTERMATH	CLEANING SERVICE	\$105.00	\$210.00
			CLEANING SERVICE	\$105.00	
204856	101-7101-531.21-11	ALL WINDOW CLEANING SERV INC	WINDOW CLEANING	\$375.00	\$375.00
204857	101-7101-531.21-11	ALPHA BUILDING MAINTENANCE SRVS	SERVICE BLDG MAINT	\$3,987.50	\$7,975.00
			SERVICE BLDG MAINT	\$3,987.50	
204859	101-7101-531.30-05	AMAZON.COM	OFFICE SUPPLIES	\$19.45	\$19.45
	101-7101-531.31-65		SUPPLIES	\$14.68	\$766.95
			PHONE MOUNTS	\$29.36	
			WALL MOUNT	\$47.00	
			FITNESS MATS	\$355.97	
			SUPPLIES	\$169.99	
			FITNESS EQUIPMENT	\$149.95	
	401-7101-571.50-20		BRUSHES	\$16.95	\$288.26
			ROLLER FRAMES & BUCKETS	\$51.55	
			DENATURED ALCOHOL	\$84.39	
			SPREADER	\$119.97	
			MIXING BLADE	\$15.40	
	401-7101-572.50-15		MAP TABLE	\$157.99	\$157.99
	431-7101-571.50-20		HEATER & CONTROLLER	\$58.14	\$58.14
204866	101-7101-531.21-02	ARC DOCUMENT SOLUTIONS LLC	EQUIPMENT MAINTENANCE	\$625.00	\$625.00
204873	101-7101-531.22-70	AT & T LONG DISTANCE	857099062	\$4,753.52	\$4,753.52
204877	101-7101-531.31-65	BATTERIES PLUS	BATTERY STOCK	\$69.84	\$69.84
204883	101-7101-531.33-05	BRONNER'S COMMERCIAL DISPLAY	DECORATIONS	\$19,980.00	\$19,980.00
204900	101-7101-531.21-55	CHRISTOPHER B BURKE LTD	WETLAND MAINTENANCE	\$157.50	\$157.50
204901	101-7101-531.21-11	CINTAS CORP	MAT SERVICE	\$23.56	\$44.93
			MAT SERVICE	\$21.37	
	101-7101-531.30-35		CLOTHING	\$52.28	\$104.56
			CLOTHING	\$52.28	
204911	101-7101-531.21-50	COMMONWEALTH EDISON COMPANY	1851137062	\$74.50	\$74.50
204914	101-7101-531.21-50	COMMONWEALTH EDISON COMPANY	4643388009	\$325.82	\$325.82

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
204915	101-7101-531.21-50	COMMONWEALTH EDISON COMPANY	2278061084	\$108.94	\$108.94
204917	101-7101-531.21-50	COMMONWEALTH EDISON COMPANY	3291084013	\$4,265.92	\$4,265.92
204919	101-7101-531.21-50	COMMONWEALTH EDISON COMPANY	4103039009	\$1,428.23	\$1,428.23
204923	101-7101-531.21-11	COMPLETE CLEANING CO INC	SERVICE BLDG MAINT	\$4,438.00	\$8,876.00
			SERVICE BLDG MAINT	\$4,438.00	
204927	101-7101-531.21-11	CRYSTAL MAINTENANCE & MGMT SRVS	SERVICE BLDG MAINT	\$9,745.00	\$19,490.00
			SERVICE BLDG MAINT	\$9,745.00	
204928	101-7101-531.21-02	DAHME MECHANICAL INDUSTRIES	EQUIPMENT MAINTENANCE	\$1,005.00	\$1,005.00
	101-7101-531.21-11		BLDG MAINTENANCE	\$1,650.00	\$1,650.00
204934	101-7101-531.21-50	DYNEGY ENERGY SERVICES	1627055057	\$986.59	\$986.59
204956	101-7101-531.22-02	HARRIS TRUST & SAVINGS BANK	COSTCO.COM	\$55.00	\$240.00
			INTL SOC ARBORICULTURE	\$185.00	
	101-7101-531.31-65		AMAZONE.COM	\$720.26	\$720.26
	401-7101-571.50-20		AMAZON.MKTPLACE PMTS	\$6.55	\$6.55
204957	101-7101-531.21-02	HASTINGS AIR ENERGY CONTROL	EQUIPMENT MAINTENANCE	\$739.95	\$739.95
204958	101-7101-531.21-02	HAYES MECHANICAL	EQUIPMENT MAINTENANCE	\$260.14	\$1,167.69
			EQUIPMENT MAITNENANCE	\$406.00	
			EQUIPMENT MAINTENANCE	\$501.55	
204962	101-7101-531.31-55	HENNING BROTHERS INC	BLDG SUPPLIES	\$138.98	\$138.98
204966	101-7101-531.21-50	HOMEFIELD ENERGY	3291084013	\$13,228.88	\$13,228.88
204977	101-7101-531.31-90	INDUSTRIAL SYSTEMS LTD	STREET/SIDEWALK SUPPLIES	\$3,186.00	\$37,727.79
			STREET/SIDEWALK SUPPLIES	\$3,186.00	
			STREET/SIDEWALK SUPPLIES	\$3,735.00	
			STREET/SIDEWALK SUPPLIES	\$3,735.00	
			STREET/SIDEWALK SUPPLIES	\$3,186.00	
			STREET/SIDEWALK SUPPLIES	\$3,186.00	
			STREET/SIDEWALK SUPPLIES	\$3,734.70	
			STREET/SIDEWALK SUPPLIES	\$3,734.70	
			STREET/SIDEWALK SUPPLIES	\$3,348.13	
			STREET/SIDEWALK SUPPLIES	\$3,348.13	
			STREET/SIDEWALK SUPPLIES	\$3,348.13	
204981	101-7101-531.21-11	INTL EXTERMINATORS INC	PEST CONTROL	\$147.00	\$147.00
204989	101-7101-531.31-55	JUST FAUCETS	BLDG SUPPLIES	\$166.00	\$166.00
204995	101-7101-531.30-39	LEAHY WOLF CO	OIL	\$531.30	\$531.30

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
205001	101-7101-531.31-55	LOWES COMMERCIAL SERVICES	ELECTRICAL EQUIP & SUPPLY	\$18.47	\$19.99
			ELECTRICAL EQUIP & SUPPLY	(\$15.16)	
			ELECTRICAL EQUIP & SUPPLY	\$16.68	
	101-7101-531.31-65		EQUIPMENT, NON OFFICE	\$47.80	\$47.80
	101-7101-531.33-05		SUPPLIES	\$79.72	\$79.72
205006	101-7101-531.31-65	MC CANN INDUSTRIES	PUMPING SYSYEM SUPPLIES	\$3,417.60	\$3,417.60
205009	101-7101-531.31-55	MECOR INC	WATER SAMPLES	\$22.18	\$456.44
			BLDG SUPPLIES	\$67.92	
			BLDG SUPPLIES	\$366.34	
205011	101-7101-531.21-62	MID AMERICAN ELEVATOR CO INC	REFRIGERANT RECOVERY	\$243.00	\$243.00
205024	101-7101-531.31-55	NORTHWEST ELECTRICAL SUPPLY CO	SUPPLIES	\$109.38	\$109.38
	101-7101-531.31-75		STREET LIGHTING SUPPLIES	\$530.27	\$958.44
			STREET LIGHTING SUPPLIES	\$188.17	
			SUPPLIES	\$240.00	
	401-7101-571.50-20		INT LIGHTING	\$145.86	\$145.86
205027	101-7101-531.30-05	OFFICE DEPOT	OFFICE SUPPLIES	\$35.37	\$41.37
			OFFICE SUPPLIES	\$6.00	
205033	101-7101-531.21-55	POWELL TREE CARE INC	SERVICE TREES	\$10,621.10	\$10,621.10
205043	101-7101-531.30-35	RED WING SHOE STORE	CLOTHING & APPAREL	\$121.47	\$198.19
			CLOTHING & APPAREL	\$76.72	
205046	101-7101-531.30-39	RKA PETROLEUM COMPANIES INC	FUEL,OIL,GREASE, & LUBES	\$14,045.65	\$14,045.65
205057	101-7101-531.31-45	SHERWIN ACE HARDWARE	JANITORIAL SUPPLIES	\$28.95	\$45.94
			JANITORIAL SUPPLIES	\$16.99	
	101-7101-531.31-55		BUILDER'S SUPPLIES	\$11.65	\$50.80
			PAINT & EQUIPMENT	\$39.15	
	101-7101-531.31-65		SUPPLIES	\$27.98	\$62.94
			BUILDER'S SUPPLIES	\$8.98	
			BUILDER'S SUPPLIES	\$25.98	
205068	101-7101-531.31-55	STANDARD PIPE & SUPPLY INC	PLUMBING SUPPLIES	\$18.00	\$55.56
			BLDG SUPPLIES	\$37.56	
205069	101-7101-531.31-45	STATE CHEMICAL SOLUTIONS	JANITORIAL SUPPLIES	\$796.94	\$796.94
205081	101-7101-531.31-80	TRAFFIC CONTROL & PROTECTION	SIGNS, SIGN MATERIAL	\$7,425.00	\$9,810.00
			SIGNS, SIGN MATERIAL	\$2,385.00	
801616	101-7101-531.22-70	AT & T	847577545301	\$66.36	\$13,149.63

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
801616	101-7101-531.22-70	AT & T	847577579501	\$239.24	\$13,149.63...
			847797132101	\$40.89	
			847439786801	\$82.26	
			847Z98278401	\$647.92	
			847R16051901	\$2,186.59	
			847392086601	\$63.69	
			847253312001	\$8,966.92	
			847590600001	\$855.76	
801617	101-7101-531.21-50	COMMONWEALTH EDISON COMPANY	5492508009	\$74.80	\$142.59
			8572043011	\$67.79	
801618	101-7101-531.21-50	NICOR	58401600000	\$782.30	\$11,666.38
			72499260108	\$147.57	
			53278600001	\$2,287.08	
			43278600002	\$640.33	
			96945600003	\$3,034.07	
			55616726109	\$4,775.03	
Total Division:				\$194,776.86	
Total Department:				\$194,776.86	

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
Department: 72 Water and Sewer					
Division: 1					
204854	505-7201-561.30-35	AIR ONE EQUIPMENT	CLOTHING	\$706.25	\$948.80
			CLOTHING	\$242.55	
204855	505-7201-561.31-60	ALEXANDER CHEMICAL CORP	CHLORINE GAS	\$1,436.00	\$836.00
			REFUND DEPOSIT	(\$600.00)	
204859	505-7201-561.30-05	AMAZON.COM	OFFICE SUPPLIES	\$26.55	\$42.89
			OFFICE SUPPLIES	\$16.34	
204886	505-7201-561.20-05	BURNS MCDONNELL	SERVICE CONSULTING	\$33,007.66	\$33,007.66
204908	505-7201-561.22-70	COMCAST CABLE	DIGITAL ADAPTER	\$2.09	\$2.09
204909	505-7201-561.22-70	COMCAST CABLE	ACCT 8771-10-072-0048980	\$2.10	\$2.10
204912	505-7201-561.21-50	COMMONWEALTH EDISON COMPANY	3973144001	\$232.17	\$232.17
204913	505-7201-561.21-50	COMMONWEALTH EDISON COMPANY	1092085063	\$110.88	\$110.88
204916	505-7201-561.21-50	COMMONWEALTH EDISON COMPANY	0831076049	\$69.24	\$69.24
204918	505-7201-561.21-50	COMMONWEALTH EDISON COMPANY	1257044037	\$2,321.67	\$2,321.67
204920	505-7201-561.21-50	COMMONWEALTH EDISON COMPANY	0528113037	\$3,044.03	\$3,044.03
204921	505-7201-561.21-50	COMMONWEALTH EDISON COMPANY	0081080033	\$2,219.65	\$2,219.65
204922	505-7201-561.21-50	COMMONWEALTH EDISON COMPANY	0117046072	\$406.43	\$406.43
204928	505-7201-561.21-25	DAHME MECHANICAL INDUSTRIES	ROD MAIN SEWER	\$119.25	\$645.50
			TELEVISE SEWER	\$526.25	
204933	505-7201-561.31-65	DRYDON EQUIPMENT INC	SUPPLIES	\$313.89	\$313.89
204935	505-7201-561.21-50	DYNEGY ENERGY SERVICES	0297160055	\$512.28	\$512.28
204936	505-7201-561.50-20	ENECON CORP	STREET/SIDEWALK SUPPLIES	\$5,495.00	\$5,495.00
204939	505-7201-561.31-05	FLOW TECHNICS INC	PUMPING SYSTEM SUPPLIES	\$5,842.48	\$5,842.48
204956	505-7201-561.22-02	HARRIS TRUST & SAVINGS BANK	AWWA.ORG	\$206.00	\$412.00
			AMERICAN WATER WKS	\$206.00	
	505-7201-561.22-03		ESRI	\$1,695.00	\$1,920.00
			AMERICAN WATER WORKS	\$225.00	
	505-7201-561.31-65		MEILER	\$0.04	\$417.29
			MEILER	\$48.69	
			AMAZON MKTPLACE PMTS	\$158.32	
			SES STORE	\$210.24	

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
204959	505-7201-561.21-35	HBK WATER METER SERVICE INC	SERVICE METER	\$426.51	\$426.51
	505-7201-561.31-02		METER PARTS	\$206.58	\$1,168.68
			METER SUPPLIES	\$962.10	
204965	505-7201-561.22-03	RYAN HOLTHOUSE	TRAINING	\$330.36	\$330.36
204967	505-7201-561.21-50	HOMEFIELD ENERGY	0441087047	\$227.23	\$227.23
204968	505-7201-561.21-50	HOMEFIELD ENERGY	0081080033	\$707.71	\$707.71
204970	505-7201-561.21-50	HOMEFIELD ENERGY	0528113037	\$2,652.39	\$2,652.39
204971	505-7201-561.22-03	HORNDASCH TODD	TRAINING	\$276.70	\$276.70
204972	505-7201-561.22-03	MIKE IGNOFFO	TRAINING	\$75.00	\$75.00
204990	505-7201-561.22-03	ASHLEY KARR	TRAINING	\$75.00	\$75.00
205001	505-7201-561.31-85	LOWES COMMERCIAL SERVICES	HAND TOOLS-POWER/NON POW	\$27.27	\$27.27
205004	505-7201-561.20-05	MANHARD CONSULTING	MS4 CONSULTING	\$1,550.00	\$5,735.00
			SERVICE CONSULTING	\$4,185.00	
205006	505-7201-561.31-07	MC CANN INDUSTRIES	SUPPLIES	\$165.80	\$668.66
			SUPPLIES	\$502.86	
	505-7201-561.31-65		PUMPING SYSYEM SUPPLIES	\$5,126.40	\$5,126.40
205008	505-7201-561.20-05	MC HENRY ANALYTICAL WATER LAB	WATER SAMPLES	\$40.00	\$40.00
205019	505-7201-561.21-50	NICOR GAS	GAS METER ADJUSTMENTS	\$3,226.64	\$3,226.64
205020	505-7201-561.22-03	NORDIN DAVID	TRAINING	\$330.36	\$330.36
205024	505-7201-561.31-05	NORTHWEST ELECTRICAL SUPPLY CO	SUPPLIES	\$413.97	\$413.97
205026	505-7201-561.31-01	O'LEARY'S CONTRACTOR EQUIPMENT	SUPPLIES	\$67.50	\$67.50
205027	505-7201-561.30-05	OFFICE DEPOT	OFFICE SUPPLIES	\$15.93	\$15.93
205035	505-7201-561.22-03	PREUCIL JOHN	TRAINING	\$75.00	\$75.00
205043	505-7201-561.30-35	RED WING SHOE STORE	CLOTHING & APPAREL	\$237.48	\$359.49
			CLOTHING & APPAREL	\$122.01	
205057	505-7201-561.31-05	SHERWIN ACE HARDWARE	PUMPING SYSTEM SUPPLIES	\$53.54	\$83.18
			PUMBING SYSTEM SUPPLIES	\$6.59	
			PUMPING SYSTEM SUPPLIES	\$2.20	
			PUMPING SYSTEM SUPPLIES	\$5.18	
			PUMPING SYSTEM SUPPLIES	\$14.75	
			PUMPING SYSTEM SUPPLIES	\$0.92	
	505-7201-561.31-65		EQUIPMENT, NON OFFICE	\$4.78	\$4.78
205067	505-7201-561.31-65	STANDARD EQUIPMENT CO	SUPPLIES	\$356.25	\$356.25
205082	505-7201-561.22-03	VERONICA TREVINO	TRAINING	\$330.36	\$330.36

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
801616	505-7201-561.22-70	AT & T	847437468401	\$40.90	\$81.82
			847437468401	\$40.92	
801617	505-7201-561.21-50	COMMONWEALTH EDISON COMPANY	1104021044	\$56.11	\$636.62
			3183115007	\$12.15	
			3973144001	\$146.25	
			1284159036	\$142.65	
			0645171017	\$77.65	
			0087155164	\$201.81	
801618	505-7201-561.21-50	NICOR	50405560003	\$103.88	\$103.88
Total Division:				\$82,424.74	
Total Department:				\$82,424.74	

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
Department: 73 Parking					
Division: 2					
801616	235-7302-532.21-50	AT & T	847253097801	\$137.82	\$137.82
Total Division:				\$137.82	
Division: 3					
204969	235-7303-532.21-50	HOMEFIELD ENERGY	4643395004	\$2,595.17	\$2,595.17
Total Division:				\$2,595.17	
Division: 4					
204852	235-7304-532.21-11	AFTERMATH	CLEANING SERVICE	\$180.00	\$180.00
204961	235-7304-532.33-05	HELLER LUMBER CO	PLYWOOD SHEETING	\$583.86	\$583.86
Total Division:				\$763.86	
Total Department:				\$3,496.85	

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
Department: 75 Municipal Fleet Services					
Division: 1					
204859	621-7501-551.31-51	AMAZON.COM	VEH EQUIPMENT SUPPLY	\$42.00	\$42.00
	621-7501-551.31-65		SUPPLIES	\$407.99	\$467.99
			LIFT SWITCH	\$60.00	
204864	621-7501-551.21-36	AMERIGAS-PALATINE	CYLINDER RENTAL	\$70.34	\$70.34
204867	621-7501-551.21-07	ARLINGTON CAR WASH & DETAIL	CAR WASHES	\$80.70	\$80.70
204870	621-7501-551.31-51	ARLINGTON HTS FORD INC	VEH MAINTENANCE SUPPLY	\$180.28	\$614.58
			VEH MAINTRNANCE SUPPLY	\$63.21	
			VEH MAINTENANCE SUPPLY	\$66.96	
			VEH MAINTENANCE SUPPLY	\$304.13	
204872	621-7501-551.21-07	ARLINGTON TOYOTA	VEH EQUIPMET MAINTENANCE	\$515.77	\$515.77
204875	621-7501-551.31-51	AUTO ZONE	VEH MAINTENANCE SUPPLY	\$6.46	\$47.52
			VEH MAINTENANCE SUPPLY	(\$79.99)	
			VEH MAINTENANCE SUPPLY	(\$32.78)	
			VEH MAINTENANCE SUPPLY	\$27.28	
			VEH MAINTENANCE SUPPLY	\$79.99	
			VEH MAINTENANCE SUPPLY	\$16.57	
			VEH MAINTENANCE SUPPLY	\$29.99	
	621-7501-551.31-85		TOOLS	\$24.99	\$24.99
204877	621-7501-551.31-51	BATTERIES PLUS	VEH MAINTENANCE SUPPLY	\$73.50	\$73.50
	621-7501-551.31-65		BATTERY STOCK	\$65.52	\$65.52
204878	621-7501-551.31-51	BDI	VEH MAINTENANCE SUPPLY	\$179.15	\$179.15
204890	621-7501-551.31-51	CAR QUEST	VEH MAINTENANCE SUPPLY	\$200.09	\$404.11
			VEH MAINTENANCE SUPPLY	\$12.23	
			VEH MAINTENANCE SUPPLY	\$18.06	
			VEH MAINTENANCE SUPPLY	\$10.11	
			VEH MAINTENANCE SUPPLY	\$116.84	
			VEH MAINTENANCE SUPPLY	\$12.74	
			VEH MAINTENANCE SUPPLY	\$34.04	
204891	621-7501-551.31-51	CASTLE CHEVROLET NORTH	VEH MAINTENANCE SUPPLY	\$43.20	\$43.20
204896	621-7501-551.22-03	CHABOWSKI, KARL	TRAINING	\$78.00	\$78.00

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
204898	621-7501-551.31-51	CHICAGO PARTS AND SOUND	VEH MAINTENANCE SUPPLY	\$317.76	\$317.76
204901	621-7501-551.30-35	CINTAS CORP	CLOTHING	\$52.28	\$104.56
			CLOTHING	\$52.28	
204903	621-7501-551.21-36	CITY WELDING SALES & SERVICE	CYLINDER RENTAL	\$134.91	\$134.91
204905	621-7501-551.31-51	CLASS C SOLUTIONS GROUP	VEH MAINTENANCE SUPPLY	\$23.34	\$23.34
204930	621-7501-551.31-51	DOUGLAS TRUCK PARTS INC	VEH MAINTENANCE SUPPLY	\$104.97	\$104.97
204944	621-7501-551.21-08	GERBER COLLISION & GLASS	SERVICE VEHICLE PARTS	\$5,226.86	\$5,226.86
204946	621-7501-551.31-51	GLOBAL EMERGENCY PRODUCTS	VEH MAINTENANCE SUPPLY	\$126.89	\$183.10
			VEH MAINTENANCE SUPPLY	\$56.21	
204956	621-7501-551.21-65	HARRIS TRUST & SAVINGS BANK	IL TOLLWAY AUTO REPLENISH	\$40.00	\$40.00
	621-7501-551.31-85		AMAZONMKTPLACE PMTS	\$299.99	\$299.99
204975	621-7501-551.21-07	IL SECRETARY OF STATE	VEH TITLE/REGISTRATION	\$196.00	\$196.00
204976	621-7501-551.21-02	IL TOOL SERVICE INC	EQUIPMENT MAINTENANCE	\$174.89	\$174.89
204995	621-7501-551.31-65	LEAHY WOLF CO	SUPPLIES	\$55.00	\$220.00
			SUPPLIES	\$165.00	
204998	621-7501-551.21-62	LIBERTY TIRE RECYCLING	TIRE DISPOSAL	\$162.07	\$162.07
205006	621-7501-551.31-51	MC CANN INDUSTRIES	VEH MAINTENANCE SUPPLY	\$16.86	\$159.43
			VEH MAINTENANCE SUPPLY	\$142.57	
205012	621-7501-551.21-07	MONROE TRUCK EQUIPMENT	VEH EQUIPMENT MAINTENANCE	\$343.20	\$343.20
205013	621-7501-551.21-07	MORTON GROVE AUTOMOTIVE WEST	VEH EQUIPMENT MAINTENANCE	\$185.00	\$185.00
205021	621-7501-551.21-07	NORTHWEST AUTO WASH	CAR WASHES	\$624.65	\$624.65
205027	621-7501-551.30-05	OFFICE DEPOT	OFFICE SUPPLIES	\$2.90	\$2.90
205030	621-7501-551.31-51	PATLIN INC	VEH MAINTENANCE SUPPLY	(\$11.25)	\$-11.25
	621-7501-551.31-65		SUPPLIES	\$28.90	\$28.90
	621-7501-551.31-85		TOOLS	\$7.68	\$7.68
205034	621-7501-551.31-51	PRECISION SERVICE PARTS	VEH MAINTENANCE SUPPLY	\$134.74	\$163.56
			VEH MAINTENANCE SUPPLY	\$28.82	
205039	621-7501-551.21-07	RACEWAY CARWASH	CAR WASHES	\$84.00	\$84.00
205043	621-7501-551.30-35	RED WING SHOE STORE	CLOTHING & APPAREL	\$134.45	\$134.45
205048	621-7501-551.21-07	RUSH TRUCK CENTERS OF ILLINOIS INC	TRUCK REPAIR	\$257.80	\$257.80
	621-7501-551.31-51		VEH MAINTENANCE SUPPLY	(\$39.00)	\$-23.64
			VEH MAINTENANCE SUPPLY	\$15.36	
	621-7501-551.31-65		VEH MAINTENANCE SUPPLY	\$27.48	\$27.48
205049	621-7501-551.21-08	S & J AUTOMOTIVE LTD	SERVICE VEHICLE PARTS	\$6,023.23	\$6,023.23

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
205054	621-7501-551.31-51	SCRUBBER CITY INC	VEH MAINTENANCE SUPPLY	\$41.77	\$573.83
			VEH MAINTENANCE SUPPLY	\$532.06	
205055	621-7501-551.31-51	SERVICE COMPONENTS	VEH MAINTENANCE SUPPLY	\$370.92	\$370.92
205062	621-7501-551.31-85	SNAP ON INDUSTRIAL TOOLS	HAND TOOLS	\$65.40	\$241.40
			HAND TOOLS	\$110.00	
			HAND TOOLS	\$66.00	
205067	621-7501-551.31-51	STANDARD EQUIPMENT CO	VEH MAINTENANCE SUPPLY	\$528.85	\$1,143.91
			VEH MAINTENANCE SUPPLY	\$33.88	
			VEH MAINTENANCE SUPPLY	\$581.18	
205071	621-7501-551.21-07	SUBURBAN ACCENTS INC	GRAPHICS/LETTERING	\$450.00	\$450.00
	621-7501-551.21-08		GRAPHICS/LETTERING	\$225.00	\$300.00
			GRAPHICS/LETTERING	\$75.00	
205076	621-7501-551.31-51	TEREX SERVICES	VEH MAINTENANCE SUPPLY	\$66.82	\$66.82
205077	621-7501-551.31-51	TERMINAL SUPPLY CO	VEH MAINTENANCE SUPPLY	\$180.54	\$292.31
			WORK LAMPS	\$111.77	
	621-7501-551.31-65		SUPPLIES	\$129.85	\$238.39
			HEAD LAMPS	\$108.54	
205078	621-7501-551.31-65	TERRACE SUPPLY CO	5X7/8 GREEN	\$240.50	\$240.50
205085	621-7501-551.21-07	ULTRA STROBE COMMUNICATIONS INC	EQUIPMENT REMOVAL	\$250.00	\$2,000.00
			EQUIP INSTALL SQUAD 3109	\$1,750.00	
205086	621-7501-551.31-51	US AUTO FORCE	VEH MAINTENANCE SUPPLY	\$124.26	\$394.30
			VEH MAINTENANCE SUPPLY	\$270.04	
Total Division:				\$24,215.59	
Total Department:				\$24,215.59	

Check Date: 2017 - 2 - 28

WARRANT REGISTER - GM0002

Date: Wednesday, March 01, 2017
Page 32

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
Department: 90 Capital					
Division: 13					
204996	431-9013-571.20-05	LEGAT ARCHITECTS	SERVICE CONSULTING	\$44,165.84	\$135,776.51
			SERVICE CONSULTING	\$91,610.67	
Total Division:				\$135,776.51	
Total Department:				\$135,776.51	
TOTAL ALL FUNDS:				\$755,607.54	



Item: Authorization for Village Manager to enter into Electricity Supply Contracts

Department: Public Works

BACKGROUND

The Village's franchise agreement with Commonwealth Edison includes electricity supply for all of our non-revenue generating buildings. This franchise electricity covers Village Hall, the Police Station, Public Works, the Senior Center, and all four Fire Stations. The Village is required to pay for electricity for our revenue generating facilities such as water pumping stations and parking garages. We also pay for the electricity supply for Village street lights.

In 2008, the Metropolitan Mayor's Caucus (MMC) facilitated a process for selection of an energy broker to represent participating municipalities interested in securing competitive electricity pricing for their revenue generating facilities. The MMC administered a Request for Proposal (RFP) process and as a result of this process chose Energy Choices to represent participating municipalities. As a broker, Energy Choices obtains competitive bids from Illinois authorized energy suppliers on behalf of participating MMC communities. Since 2008, the Village has retained Energy Choices as our energy broker, and together we continually monitor energy pricing. Based on our positive experiences with Energy Choices, we believe using them again is prudent and that going through our own RFP process to select another broker would not yield any better pricing. Each time our non-franchise contracts are nearing expiration, Energy Choices runs online auctions to secure competitive pricing on our behalf.

On May 19, 2014, the Village Board authorized the Village Manager to enter into Electricity Energy Supply contracts for the Village's non-franchise Pumping, Parking Garage and Street Lighting Accounts. Our current contracts run through December 2017 for both Pumping, Parking Garage and Street Lighting energy. Staff is requesting permission to enter into our next contract at this point because pricing is favorable at this time. Depending on market fluctuations, we are anticipating a \$40,000 annual reduction in energy supply charges compared to our current contract, as energy prices are presently stable.

Based on the initial MMC Program specifications, Energy Choices will be compensated directly by the energy supplier. Staff plans to request pricing for two-year and three-year contracts with 100% Green Renewable Energy as we

have in the past. Once pricing is secured, Staff will determine, with input from our consultant, whether a two-year or three-year contract is in our best interest. The Village will then contract directly with the energy supplier, not with Energy Choices. Because the pricing for electricity supply changes throughout each trading day, the authorization to lock in rates must be made quickly. In the past, the Village Board has given that authorization to the Village Manager who will report to the Board once the rate lock is made.

RECOMMENDATION

It is recommended that the Village Board authorize the Village Manager to execute a two-year or three-year electricity supply purchase agreement with the selected provider, as chosen through the online auction managed by Energy Choices. The Village Manager will report to the Village Board on the electricity supply contracts and the rates procured once they are approved.

Bid Section

Item:

Bid Opening Date:

Account Numbers:

Total Budget for Specific Item:

Bid Amount:



Item: Computer Replacement Program

Department: Managers Office/I.T. Department

The current 2017 budget for the I.T. Equipment Replacement Program fund 625-0601-572-50-10 EQ9708 provides for the annual replacement of Village computer equipment. The I.T. Division has selected Dell Computers for standardizing desktop PC's, which provides a uniform installation process and cuts repair costs and replacement parts.

Bids were received on February 27, 2017:

TABULATION OF BIDS

<u>Vendor</u>	<u>Unit Price</u>	<u>Total Price</u>
Better Direct LLC	\$648.00	\$42,120.00
Dell Marketing L. P.	\$598.88	\$38,927.20
Warehouse Direct	\$621.00	\$40,365.00

RECOMMENDATION

It is recommended that the Village Board authorize the purchase of 65 Dell computers for a cost of \$38,927.20 from Dell Marketing L.P., Round Rock, TX. who has met specifications and has been a responsible vendor to the Village in the past. Funds for this project are available in 625-0601-572-5010 EQ9708.

Bid Section

Item:	Dell Computers
Bid Opening Date:	February 27, 2017
Account Numbers:	625-0601-572-5010 EQ9708
Total Budget for Specific Item:	\$45,000
Bid Amount:	\$38,927.20



Item: Police Pursuit Vehicles Purchase

Department: Public Works

BACKGROUND

The approved 2017 Fiscal Capital Budget includes \$152,500 for the replacement of five Crown Victoria Sedans for the Police Department Patrol Bureau. The proposed vehicles are 2017 All Wheel Drive Ford Utility Police Interceptors. The current vehicles are all in excess of five years old and have exceeded their useful lives as Patrol vehicles. The Fleet Unit of Public Works has inspected the vehicles and has determined they are in need of replacement. The current vehicles will be surplus in accordance with Village guidelines.

Staff is proposing to purchase the vehicles through the Suburban Purchasing Cooperative (SPC). SPC is a joint purchasing program for local communities. SPS represents 143 municipalities in the six County area of Northern Illinois, and is administered through the Northwest Municipal Conference.

Currie Motors of Frankfort, IL is this year's winning bidder. The Village has worked with Currie Motors in the past and found them to be acceptable.

RECOMMENDATION

It is recommended that the Village Board award the bid to Currie Motors of Frankfort, Illinois, in the amount of \$143,680 for the purchase of five utility vehicles for the Police Department Patrol Bureau, and authorize Staff to execute the necessary documents.

Bid Section

Item:	Police Pursuit Vehicles Purchase
Bid Opening Date:	Suburban Purchasing Cooperative
Account Numbers:	621-9003-572.50-05 (VH 9503)
Total Budget for Specific Item:	\$152,500
Bid Amount:	\$143,680



Item: Public Works Pickup Trucks Purchase

Department: Public Works

BACKGROUND

The approved 2017 Fiscal Capital Budget includes \$113,000 for the replacement of three 3/4-Ton Pickup Trucks for the Public Works Department. The current vehicles are used by the Sewer, Water Distribution, and Water Production Units of the Public Works Department on a daily basis. The proposed vehicles are 2017 Ford F-250 3/4 Ton Pickup Trucks. The current trucks are in excess of 10 years old, and the Fleet Unit of Public Works have deemed they are in need of replacement. If this award is approved, the existing vehicles will be sold at auction per Village requirements.

Staff is proposing to purchase the vehicles through the Suburban Purchasing Cooperative (SPC). SPC is a joint purchasing program for local communities. SPC represents 143 municipalities in a six County Area of Northern Illinois, and is administered through the Northwest Municipal Conference.

Currie Motors of Frankfort, IL is this year's winning bidder. The Village has worked with Currie Motors in the past and found them to be acceptable.

RECOMMENDATION

It is recommended that the Village Board award the bid to Currie Motors of Frankfort, Illinois in the amount of \$112,900 for the purchase of three Ford F-250 3/4-Ton Pick Up Trucks for the Public Works Department, and authorize the execution of the necessary contracts.

Bid Section

Item:	Public Works Pick Up Trucks Purchase
Bid Opening Date:	Suburban Purchasing Cooperative
Account Numbers:	621-9003-572.50-05 (VH 9502)
Total Budget for Specific Item:	\$113,000

Bid Amount:

\$112,900



Item: Ordinance - Groundwater Control - 5-39 E. Golf Terrace

Department: Planning/Legal

The Village recently issued a Request for Proposals to develop 1.4 acres of Village owned property at Golf Road and Arlington Heights Road. In furtherance of the possible sale of the property to a developer, the Village is seeking to obtain a focused No Further Remediation letter from the IEPA for the site located at 5-39 E. Golf Terrace, which was previously acquired by the Village. The site previously included a dry cleaners, therefore the Village submitted a Corrective Action Plan to the IEPA, which includes the Village adopting a groundwater control Ordinance which would prohibit the use of wells for potable water supply within 200 feet of the site.

There are three properties that currently have wells that are impacted by the proposed Ordinance (133, 135 and 139 E. Golf Terrace). Each property owner was sent a letter on February 16, 2017 informing them of the proposed Ordinance. All three properties have access to a Village water main in front of each property, and two of the three are currently connected to the Village water main. All three have wells for water supply that are apparently used for landscape irrigation. Adoption of this Ordinance would prohibit the future use of the wells for consumption and irrigation. The Village has offered to assist all three property owners with the cost of capping the wells and for the property owner of 135 E. Golf Terrace to connect to Village water. If adopted, the Ordinance will be recorded and sent to the IEPA and the impacted property owners.

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 of Potable Water Supply Wells or by Any Other Method for the property located at 5-39 East Golf Terrace.

Bid Section

Item:

Bid Opening Date:

Account Numbers:

Total Budget for Specific Item:

Bid Amount:

ATTACHMENTS:

Description

Groundwater Control 5-39 East Golf
Terrace

Type

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 5-39 East Golf Terrace, 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, 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 for each violation.

SECTION THREE: Definitions. 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 or 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: 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 repeals all ordinances or parts of ordinances in conflict with the provisions hereof, and shall be in full force and effect 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 6th day of March, 2017.

Village President

ATTEST:

Village Clerk

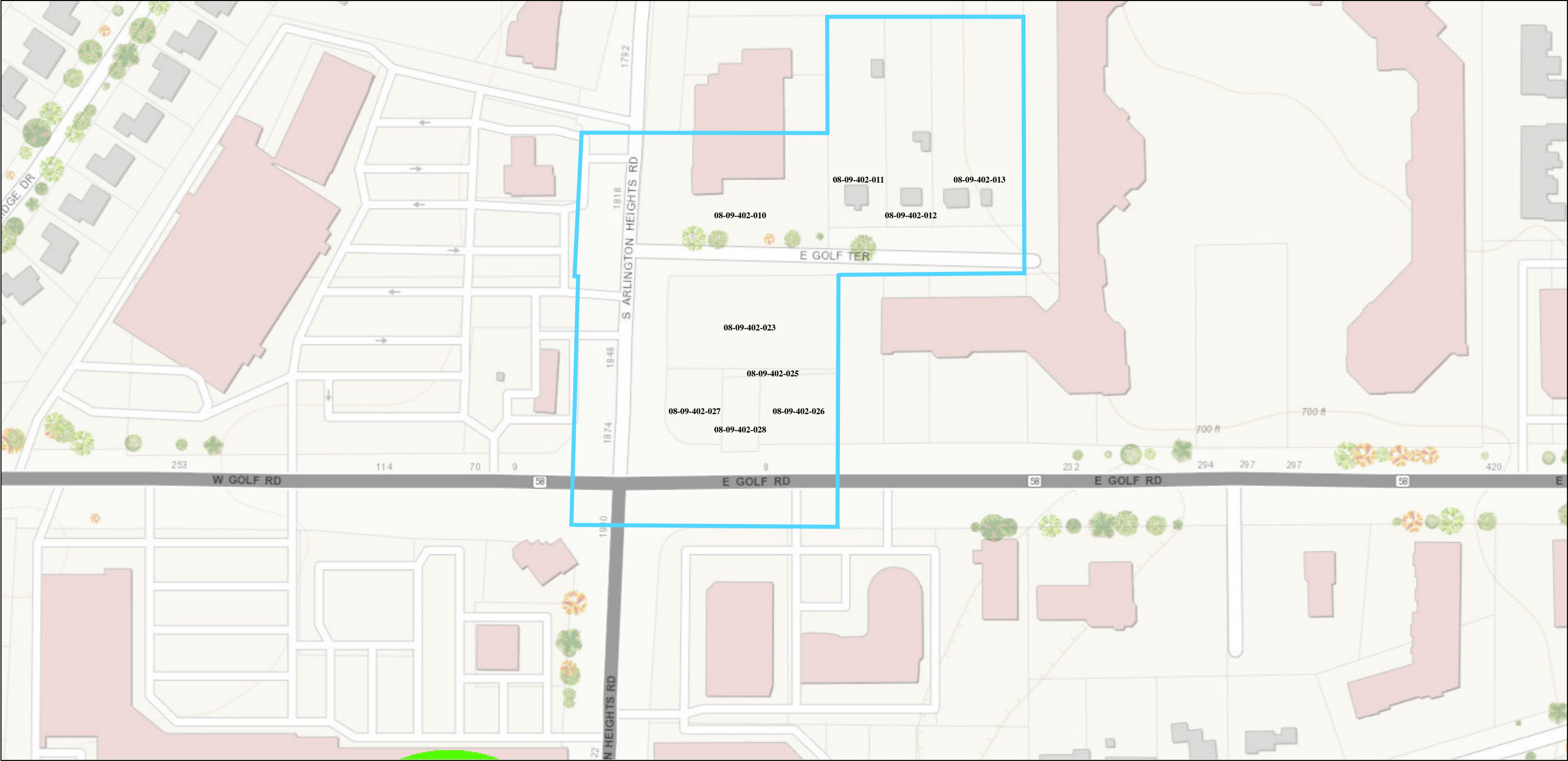
Legal Description

Lot 2 (except that part thereof described as follows: beginning at the Southwest corner of said Lot 2; thence on an assumed bearing of North 3 degrees 25 minutes 58 seconds East along the West line of said Lot 2 for a distance of 100.78 feet; thence South 1 degree 38 minutes 34 seconds West 100.63 feet to a point on the South line of said Lot 2; thence South 89 degrees 54 minutes 00 seconds West along said South line, 3.15 feet to the point of beginning) in Anderson's Subdivision of part of the Southeast $\frac{1}{4}$ of Section 9, Township 41 North, Range 11 East of the Third Principal Meridian, in Cook County, Illinois.

PIN 08-09-402-023-0000

5-39 E. Golf Terrace

ArcGIS Web Map



January 25, 2017

Labels - Total Depth

Water

Dry

Engineering

Stratigraphic

Water and Related Wells

Water

Dry

Engineering

Stratigraphic

Observation

Mineral Test

Outcrop

Mine-related

Hazardous Waste or Leaking Tank

ISGS Database Wells

CWS Wells

CWS Wells Minimum Setback Zone

CWS Wells Adopted Maximum Setback Zone

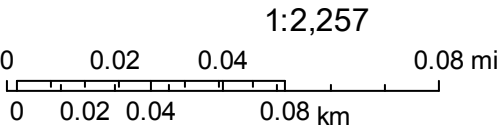
Non-CWS Wells

Non-CWS Wells Minimum Setback Zone

Non-CWS Wells Phase I WHPA

Regulated Recharge Areas

Counties



Sources: Esri, HERE, DeLorme, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community



Item: Ordinance - Preliminary Plat of Resubdivision - Southpoint

Department: Planning/Legal

An Ordinance Approving a Preliminary Plat of Resubdivision and Granting a Variation from Chapter 29 of the Arlington Heights Municipal Code
(Southpoint Shopping Center, 630-720 E. Rand Road)

Bid Section

Item:

Bid Opening Date:

Account Numbers:

Total Budget for Specific Item:

Bid Amount:

ATTACHMENTS:

Description	Type
Southpoint Resubdivision - Preliminary Plat	Ordinance

**AN ORDINANCE APPROVING A
PRELIMINARY PLAT OF RESUBDIVISION
AND GRANTING A VARIATION FROM CHAPTER 29
OF THE ARLINGTON HEIGHTS MUNICIPAL CODE**

WHEREAS, the Plan Commission of the Village of Arlington Heights, in Petition No. 16-025, pursuant to notice, conducted a public hearing on January 25, 2017 and February 8, 2017, on a request for approval of a preliminary plat of resubdivision and for a variation from Chapter 29 of the Arlington Heights Municipal Code, for the property located at 630-720 E. Rand Road, Arlington Heights, Illinois; and

WHEREAS, the President and Board of Trustees have considered the report and recommendation of the Plan Commission and have determined that authorizing and granting the requests, subject to certain conditions hereinafter described, is in the best interests of the Village,

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

SECTION ONE: That the plat of resubdivision prepared by Haeger Engineering, certified land surveyors, dated November 8, 2016 with revisions through December 29, 2016, be and is hereby approved for the property legally described as:

Lot 3 in the Cub Addition, being a subdivision in the Northwest $\frac{1}{4}$ of the Northeast $\frac{1}{4}$ of Section 20, Township 42 North, Range 11, East of the Third Principal Meridian according to the plat thereof recorded May 17, 1084 as Document Number 27090321, in Cook County, Illinois.

P.I.N. 03-20-200-005, -006, -010

commonly described as 630-720 E. Rand Road, Arlington Heights, Illinois.

SECTION TWO: That the property shall be resubdivided in accordance with the Existing Conditions Exhibit, prepared by Haeger Engineering, dated November 14, 2016 with revisions through January 5, 2017, consisting of one sheet, copies of which are on file with the Village Clerk and available for public inspection.

SECTION THREE: That a variation from Chapter 29, Section 201a(5), Filing Preliminary Plat, of the Arlington Heights Municipal Code, waiving the requirement for a traffic and parking analysis on the subject property.

SECTION FOUR: That the preliminary plat of resubdivision and variation granted by this Ordinance are subject to the following conditions, to which the Petitioner has agreed:

1. The existing Reciprocal Easement Agreement, inclusive of all amendments thereto (REA), which is recorded against the Southpoint Shopping Center and provides for shared parking, cross access, and shared maintenance and access to common utilities and signage, shall remain in effect. If changes to the REA are executed, any such changes shall continue to make adequate provisions for those elements so as to continue to satisfy all applicable Village of Arlington Heights Code requirements.

2. By virtue of the Southpoint Shopping Center's location within TIF Redevelopment Project Area No. 5, the Village is desirous of facilitating appropriate redevelopment opportunities of all or portions of the shopping center. To that end, the owner(s) of Lots 1, 2 and 3 of the Southpoint Resubdivision shall, upon request of the Village, reasonably cooperate with the Village in the Village's review of any appropriate future redevelopment plans for all or any portion of the shopping center; provided, however, this condition shall not be construed as a waiver of such property owner(s) rights and obligations pursuant to law, including, without limitation, the Village's zoning regulations and the existing Reciprocal Easement Agreement, inclusive of all amendments thereto, recorded against the Southpoint Shopping Center.

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

SECTION FIVE: That approval of the preliminary plat of resubdivision granted in SECTION ONE of this Ordinance authorizes the submission of a final plat for the proposed resubdivision and detailed plans and specifications for the public improvements therein. The preliminary approval shall be effective for a period no longer than 12 months, unless extended by the President and Board of Trustees during that period.

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

AYES:

NAYS:

PASSED AND APPROVED this 6th day of March, 2017.

ATTEST:

Village President

Village Clerk



Item: Resolution - Final Plat of Subdivision - Southpoint Resubdivision

Department: Planning/Legal

A Resolution Approving a Final Plat of Resubdivision
(Southpoint Resubdivision, 630-720 E. Rand Road)

Bid Section

Item:

Bid Opening Date:

Account Numbers:

Total Budget for Specific Item:

Bid Amount:

ATTACHMENTS:

Description	Type
Southpoint Resubdivision - Final Plat	Resolution

RESOLUTION APPROVING A
FINAL PLAT OF RESUBDIVISION

WHEREAS, on February 8, 2017, the Plan Commission of the Village of Arlington Heights conducted a public hearing in Petition Number 16-025 on a request by Southpoint Venture LLC and Villa Boudreaux LLC (collectively the “Petitioner”) to resubdivide the property located at 630-720 East Rand Road, Arlington Heights, Illinois (the “Subject Property”); and

WHEREAS, the Plan Commission has found the final plat of resubdivision submitted for the Subject Property to be in full compliance with all applicable Village requirements as provided in Chapter 29 of the Arlington Heights Municipal Code and has approved the final plat; and

WHEREAS, the President and Board of Trustees have considered the report and recommendations of the Plan Commission and have determined that the approval of the final plat of resubdivision would be in the best interests of the Village of Arlington Heights,

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

SECTION ONE: The final plat of resubdivision for Southpoint Resubdivision, prepared by Haeger Engineering, Illinois registered land surveyors, dated November 8, 2016 with revisions through December 29, 2016, is hereby approved for the property legally described as follows:

Lot 3 in the Cub Addition, being a subdivision in the Northwest ¼ of the Northeast ¼ of Section 20, Township 42 North, Range 11, East of the Third Principal Meridian according to the plat thereof recorded May 17, 1084 as Document Number 27090321, in Cook County, Illinois.

P.I.N. 03-20-200-005, -006, -010

commonly described as 630-720 E. Rand Road, Arlington Heights, Illinois.

SECTION TWO: The approval of the Final Plat of Resubdivision granted by this Resolution is subject to the following conditions:

1. The Petitioner shall comply with the conditions set forth in the ordinance approving the preliminary plat of resubdivision for Southpoint Resubdivision.
2. The Petitioner shall comply with all Federal, State and local policies, regulations and codes.

SECTION THREE: The Village President and Village Clerk shall execute said final plat on behalf of the Village of Arlington Heights.

SECTION FOUR: The Village Clerk is hereby directed to cause the final plat to be recorded, together with this Resolution, in the Office of the Recorder of Cook County. In the event the final plat is not filed for recording within six months from the date hereof, the final plat shall then become null and void.

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

AYES:

NAYS:

PASSED AND APPROVED this 6th day of March, 2017.

Village President

ATTEST:

Village Clerk

FINALPLAT:Southpoint Resubdivision

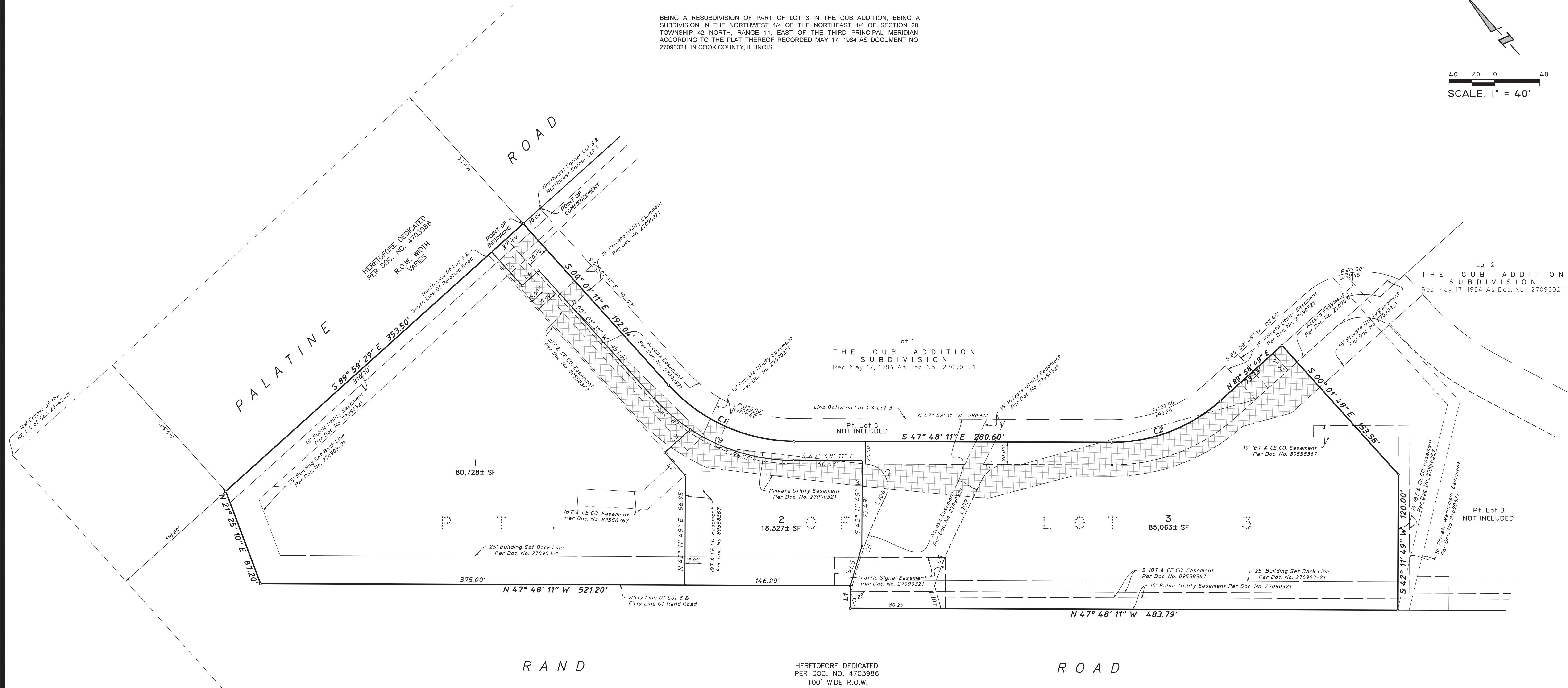
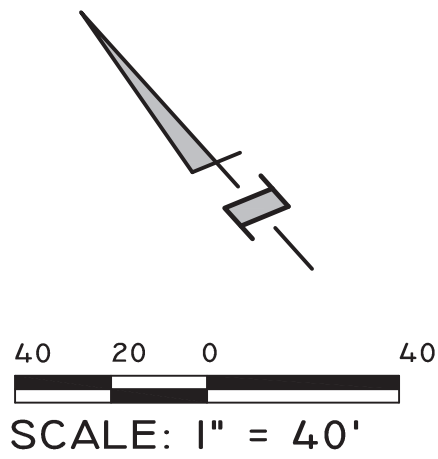
MAIL PLAT TO:

HAEGER ENGINEERING LLC
CONSULTING ENGINEERS AND LAND SURVEYORS
100 EAST STATE PARKWAY
SCHAUMBURG, IL 60173

FINAL PLAT OF SOUTHPOINT RESUBDIVISION

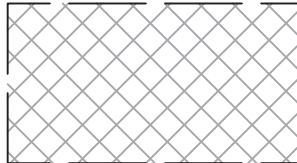
BEING A RESUBDIVISION OF PART OF LOT 3 IN THE CUB ADDITION, BEING A SUBDIVISION IN THE NORTHWEST 1/4 OF THE NORTHEAST 1/4 OF SECTION 20, TOWNSHIP 42 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED MAY 17, 1984 AS DOCUMENT NO. 27090321, IN COOK COUNTY, ILLINOIS.

SHEET 1 OF 2



LEGEND

- Permanant Monument to be set per section 29-205(a) of the Village of Arlington Heights Municipal Code where applicable.
- Iron Pipe to be set per section 29-205(b) of the Village of Arlington Heights Municipal Code.
- Underlying Subdivision Lot No.
- New Subdivision Lot No.
- Existing Easement
- Set Back Lines
- New Lot Lines
- Boundary Line



That portion of the Private Utility Easement Per Doc. No. 27090321 located in the land being subdivided.

LINE TABLE		
Line	Direction	Length
L1	S 42° 11' 49" W	20.00'
L2	N 00° 01' 11" W	27.17'
L3	N 89° 58' 49" E	30.57'
L4	S 89° 58' 49" W	20.00'
L5	N 00° 01' 11" W	40.00'
L101	N 26° 00' 00" E	20.83'
L102	N 67° 56' 49" E	55.50'
L104	N 67° 56' 49" E	5.58'

CURVE TABLE				
Curve	Length	Radius	Chord	Chord Bearing
C1	125.10'	150.00'	121.50'	S 23° 54' 41" E
C2	105.00'	142.50'	102.64'	S 68° 54' 41" E
C3	139.44'	167.34'	135.44'	S 23° 54' 51" E
C4	40.40'	20.00'	33.88'	N 10° 04' 19" E
C5	85.98'	385.00'	85.80'	S 61° 32' 56" W
C6	46.66'	315.00'	46.62'	S 63° 42' 11" W
C7	28.03'	25.00'	26.58'	N 79° 55' 11" W

MAIL PLAT TO:

HAEGER ENGINEERING LLC
CONSULTING ENGINEERS AND LAND SURVEYORS
100 EAST STATE PARKWAY
SCHAUMBURG, IL 60173

FINAL PLAT
OF
SOUTHPOINT RESUBDIVISION

BEING A RESUBDIVISION OF PART OF LOT 3 IN THE CUB ADDITION, BEING A SUBDIVISION IN THE NORTHWEST 1/4 OF THE NORTHEAST 1/4 OF SECTION 20, TOWNSHIP 42 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED MAY 17, 1984 AS DOCUMENT NO. 27090321, IN COOK COUNTY, ILLINOIS.

PROFESSIONAL AUTHORIZATION

STATE OF ILLINOIS }
 } SS
COUNTY OF COOK }

I, JEFFREY W. GLUNT, A PROFESSIONAL LAND SURVEYOR OF THE STATE OF ILLINOIS, LICENSE NUMBER 35-3695, DO HEREBY AUTHORIZE THE VILLAGE OF ARLINGTON HEIGHTS, COOK COUNTY, ILLINOIS, ITS STAFF OR AUTHORIZED AGENT, TO PLACE THIS DOCUMENT OF RECORD IN THE COUNTY RECORDERS OFFICE IN MY NAME AND IN COMPLIANCE WITH THE ILLINOIS STATUTES CHAPTER 109 PARAGRAPH 2, AS AMENDED.

SCHAUMBURG, ILLINOIS _____

BY: _____
JEFFREY W. GLUNT
IL. PROF. LAND SURVEYOR NO. 35-3695
LICENSE EXPIRES 11/30/2016 AND IS RENEWABLE

SURVEYOR'S CERTIFICATE

STATE OF ILLINOIS }
 } SS:
COUNTY OF COOK }

I, JEFFREY W. GLUNT, HEREBY CERTIFY THAT I AM AN ILLINOIS PROFESSIONAL LAND SURVEYOR IN COMPLIANCE WITH THE LAWS OF THE STATE OF ILLINOIS AND THAT THIS PLAT CORRECTLY REPRESENTS A SURVEY COMPLETED BY ME ON NOVEMBER 6, 2014 THAT ALL MONUMENTS AND MARKERS SHOWN THEREON ACTUALLY EXIST, AND THAT I HAVE ACCURATELY SHOWN THE MATERIALS THAT THEY ARE MADE OF AND THAT I HAVE SURVEYED AND RESUBDIVIDED THE FOLLOWING DESCRIBED PROPERTY:
THAT PART OF LOT 3 IN THE CUB ADDITION, BEING A SUBDIVISION IN THE NORTHWEST 1/4 OF THE NORTHEAST 1/4 OF SECTION 20, TOWNSHIP 42 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED MAY 17, 1984 AS DOCUMENT NO. 27090321, DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHEAST CORNER OF SAID LOT 3, BEING ALSO THE NORTHWEST CORNER OF LOT 1 IN SAID CUB ADDITION, THENCE NORTH 89 DEGREES 58 MINUTES 29 SECONDS WEST ALONG THE NORTH LINE OF SAID LOT 3, A DISTANCE OF 20.00 FEET TO THE POINT OF BEGINNING; THENCE SOUTH 00 DEGREES 01 MINUTES 11 DEGREES EAST, 192.04 FEET; THENCE IN A SOUTHERLY DIRECTION ALONG A CURVE CONCAVE TO THE EAST, HAVING A RADIUS OF 150.00 FEET, AN ARC DISTANCE OF 125.09 FEET, THE CHORD OF SAID ARC HAVING A LENGTH OF 121.50 FEET, AND A BEARING OF SOUTH 23 DEGREES 54 MINUTES 41 SECONDS EAST; THENCE SOUTH 47 DEGREES 48 MINUTES 11 SECONDS EAST 280.60 FEET; THENCE IN A SOUTHEASTERLY DIRECTION ALONG A CURVE CONCAVE TO THE NORTHEAST HAVING A RADIUS OF 142.50 FEET, AN ARC DISTANCE OF 104.89 FEET TO A POINT OF TANGENCY, THE CHORD OF SAID ARC HAVING A LENGTH OF 102.64 FEET, AND A BEARING OF SOUTH 68 DEGREES 54 MINUTES 41 SECONDS EAST; THENCE NORTH 89 DEGREES 58 MINUTES 49 SECONDS EAST 73.33 FEET; THENCE SOUTH 00 DEGREES 01 MINUTE 48 SECONDS EAST, 163.58 FEET; THENCE SOUTH 42 DEGREES 11 MINUTES 49 SECONS WEST, 120.00 FEET TO THE WESTERLY LINE OF SAID LOT 3; THENCE ALONG SAID WESTERLY LINE THE FOLLOWING 4 COURSES: 1.) NORTH 47 DEGREES 48 MINUTES 11 SECONDS WEST, 483.79 FEET, 2.) NORTH 42 DEGREES 11 MINUTES 49 SECONDS EAST, 20.00 FEET, 3.) NORTH 47 DEGREES 48 MINUTES 11 SECONDS WEST, 521.20 FEET, AND 4.) NORTH 21 DEGREES 25 MINUTES 10 SECONDS EAST, 87.20 FEET TO THE NORTH LINE OF SAID LOT 3; THENCE SOUTH 89 DEGREES 59 MINUTES 29 SECONDS EAST ALONG SAID NORTH LINE, 353.50 TO THE POINT OF BEGINNING, IN COOK COUNTY, ILLINOIS.

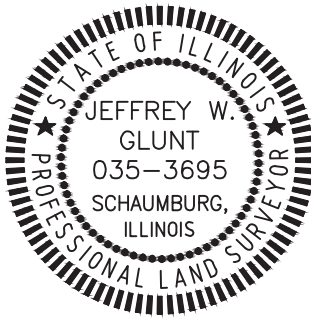
CONTAINING AN AREA OF 4.229 ACRES MORE OR LESS.

DIMENSIONS ARE SHOWN IN FEET AND DECIMAL PARTS THEREOF. IRON PIPES, (OR REBARS WITH PLASTIC CAPS), AND CONCRETE MONUMENTS HAVE BEEN SET AT CORNERS IN ACCORDANCE WITH CURRENT STATE STATUTES AND VILLAGE OF ARLINGTON HEIGHTS REQUIREMENTS.

I DO HEREBY FURTHER CERTIFY THAT THE LAND INCLUDED IN THE ANNEXED PLAT IS WITHIN THE CORPORATE LIMITS OF THE VILLAGE OF ARLINGTON HEIGHTS, COOK COUNTY, ILLINOIS, WHICH HAS ADOPTED A CITY PLAN AND IS EXERCISING THE SPECIAL POWERS AUTHORIZED BY DIVISION 12 OF ARTICLE 11 OF THE ILLINOIS MUNICIPAL CODE AS HERETOFORE AND HEREAFTER AMENDED AND ALSO THAT BASED ON INFORMATION PROVIDED ON THE FLOOD INSURANCE RATE MAP, COMMUNITY PANEL NO. 17031C0202J, DATED AUGUST 19, 2008, PRODUCED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA) FOR COOK COUNTY, ILLINOIS, THE PROPERTY SHOWN AND DESCRIBED HEREON IS LOCATED WITHIN ZONE X, WHICH IS DEFINED BY FEMA AS "AREAS DETERMINED TO BE OUTSIDE 500-YEAR FLOODPLAIN".

SCHAUMBURG, ILLINOIS _____ November 10, 2016

BY: _____
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 3695



EXPIRES 11-30-18

VILLAGE CERTIFICATE

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

APPROVED BY THE PLAN COMMISSION AT A MEETING HELD _____, A.D. 20____.

BY: _____
CHAIRMAN

ATTEST: _____
SECRETARY

APPROVED BY THE VILLAGE BOARD OF TRUSTEES AT A MEETING HELD _____, A.D. 20____.

BY: _____
PRESIDENT

ATTEST: _____
VILLAGE CLERK

APPROVED BY THE DIRECTOR OF ENGINEERING ON _____, A.D. 20____.

PREPARED FOR:

INLAND SOUTHPOINT VENTURE, L.L.C.
2901 BUTTERFIELD ROAD
OAK BROOK, IL 60523

SEND SUBSEQUENT TAX BILLS TO:

INLAND SOUTHPOINT
P O BOX 3666
OAK BROOK, IL 60522-3666

SITE DATA:

SCHOOL DISTRICTS:
ELEMENTARY SCHOOL DISTRICT NO. 25
HIGH SCHOOL DISTRICT NO. 214
HARPER COMMUNITY COLLEGE DISTRICT 512

THIS PLAT SUBMITTED FOR RECORDING BY: _____

OWNER'S CERTIFICATE AND SCHOOL DISTRICT STATEMENT

STATE OF ILLINOIS }
 } SS
COUNTY OF COOK }

WE THE UNDERSIGNED, _____, A DELAWARE LIMITED LIABILITY COMPANY OWNERS OF AN UNDIVIDED 24% OF THE REAL ESTATE SHOWN AND DESCRIBED HEREIN, DO HEREBY LAY OFF, PLAT AND SUBDIVIDE SAID REAL ESTATE IN ACCORDANCE WITH THE WITHIN PLAT. THIS SUBDIVISION SHALL BE KNOWN AND DESIGNATED AS SOUTHPOINT RESUBDIVISION AN ADDITION TO THE VILLAGE OF ARLINGTON HEIGHTS, COOK COUNTY.

THIS IS TO FURTHER CERTIFY THAT TO THE BEST OF THE OWNER'S KNOWLEDGE THE LAND HEREIN DESCRIBED IS WITHIN THE FOLLOWING SCHOOL DISTRICTS:
1. ELEMENTARY SCHOOL DISTRICT NO. 25
2. TOWNSHIP HIGH SCHOOL DISTRICT NO. 214
3. HARPER COMMUNITY COLLEGE DISTRICT 512

DATED THIS _____ DAY OF _____, AD, 20____

BY: _____

TITLE: _____

STATE OF ILLINOIS }
 } SS
COUNTY OF COOK }

I, THE UNDERSIGNED, A NOTARY PUBLIC IN AND FOR THE SAID COUNTY IN THE STATE AFORESAID DOES HEREBY CERTIFY THAT PERSONALLY KNOWN TO ME OR PROVED TO ME ON THE BASIS OF SATISFACTORY EVIDENCE TO BE THE SAME PERSON WHOSE NAME IS SUBSCRIBED TO THE FOREGOING INSTRUMENT, APPEARED BEFORE ME THIS DAY IN PERSON AND ACKNOWLEDGE THAT HE SIGNED AND DELIVERED SAID INSTRUMENT AS HIS OWN FREE AND VOLUNTARY ACT AND AS THE FREE AND VOLUNTARY ACT OF SAID CORPORATION FOR THE USES AND PURPOSES THEREIN SET FORTH.

GIVEN UNDER MY HAND AND NOTARIAL SEAL THIS _____ DAY OF _____, 2015.

PRINT NAME _____

NOTARY PUBLIC _____

COMMISSION EXPIRES: _____ (SEAL)

OWNER'S CERTIFICATE AND SCHOOL DISTRICT STATEMENT

STATE OF ILLINOIS }
 } SS
COUNTY OF COOK }

WE THE UNDERSIGNED, _____, A DELAWARE LIMITED LIABILITY COMPANY OWNERS OF AN UNDIVIDED 76% OF THE REAL ESTATE SHOWN AND DESCRIBED HEREIN, DO HEREBY LAY OFF, PLAT AND SUBDIVIDE SAID REAL ESTATE IN ACCORDANCE WITH THE WITHIN PLAT. THIS SUBDIVISION SHALL BE KNOWN AND DESIGNATED AS SOUTHPOINT RESUBDIVISION AN ADDITION TO THE VILLAGE OF ARLINGTON HEIGHTS, COOK COUNTY.

THIS IS TO FURTHER CERTIFY THAT TO THE BEST OF THE OWNER'S KNOWLEDGE THE LAND HEREIN DESCRIBED IS WITHIN THE FOLLOWING SCHOOL DISTRICTS:
1. ELEMENTARY SCHOOL DISTRICT NO. 25
2. TOWNSHIP HIGH SCHOOL DISTRICT NO. 214
3. HARPER COMMUNITY COLLEGE DISTRICT 512

DATED THIS _____ DAY OF _____, AD, 20____

BY: _____

TITLE: _____

STATE OF ILLINOIS }
 } SS
COUNTY OF COOK }

I, THE UNDERSIGNED, A NOTARY PUBLIC IN AND FOR THE SAID COUNTY IN THE STATE AFORESAID DOES HEREBY CERTIFY THAT PERSONALLY KNOWN TO ME OR PROVED TO ME ON THE BASIS OF SATISFACTORY EVIDENCE TO BE THE SAME PERSON WHOSE NAME IS SUBSCRIBED TO THE FOREGOING INSTRUMENT, APPEARED BEFORE ME THIS DAY IN PERSON AND ACKNOWLEDGE THAT HE SIGNED AND DELIVERED SAID INSTRUMENT AS HIS OWN FREE AND VOLUNTARY ACT AND AS THE FREE AND VOLUNTARY ACT OF SAID CORPORATION FOR THE USES AND PURPOSES THEREIN SET FORTH.

GIVEN UNDER MY HAND AND NOTARIAL SEAL THIS _____ DAY OF _____, 2015.

PRINT NAME _____

NOTARY PUBLIC _____

COMMISSION EXPIRES: _____ (SEAL)



Item: Ordinance - Code Amendment - Chapter 21

Department: PW/Legal

The Illinois Environmental Protection Agency ("IEPA") performs a periodic review of municipal ordinances related to Cross-Connection Control. After a review of the Village's Code provisions last summer, the IEPA requested that we add some clarifying language to some of our Code sections. The attached ordinance satisfies the IEPA.

Recommendation

It is recommended that the Village Board approve the attached Ordinance Amending Chapter 21 of the Arlington Heights Municipal Code related to Cross-Connection Control.

Bid Section

Item:

Bid Opening Date:

Account Numbers:

Total Budget for Specific Item:

Bid Amount:

ATTACHMENTS:

Description	Type
Chapter 21 - Code Amendment - Article IV	Ordinance

AN ORDINANCE AMENDING CHAPTER 21
OF THE ARLINGTON HEIGHTS MUNICIPAL CODE

SECTION ONE: That Article IV, Cross Connection Control, located in Chapter 21, Water, of the Arlington Heights Municipal Code, is hereby amended as follows (the language being added is highlighted):

1. That Section 21-401, Cross Connections Prohibited, is hereby amended by adding the following subsection:

- e. The control of all cross-connections to the water supply is the responsibility of the owner or official custodian of the supply and that such connections, when permitted, are the responsibility of the public water supply officials.

2. That subsection b. of Section 21-402, Surveys, Inspections and Investigations, is hereby amended as follows:

- b. Surveys, inspections and investigations shall be made by the Director of Public Works or authorized agent on an interval determined to be reasonable, proper, and sufficient to insure that cross-connections do not exist. A cross-connection control survey of the distribution system shall be conducted by the official custodian or an authorized delegate.

3. That Section 21-403 Cross Connection Prevention, is hereby amended by adding the following subsection:

- d. All backflow devices shall be installed in accordance with the Illinois Plumbing Code, 77 Ill. Adm. Code 890, where the owner or official custodian of the water supply observes or becomes aware of an actual or potential risk.

4. That subsections b. and e. of Section 21-405, Testing and Certification, are hereby amended as follows:

- b. Testing and certification of all cross-connection control devices shall be done at least annually. The cross-connection control program shall include a record system which will maintain data on inspections, re-inspections, repairs, alterations and tests. All testing shall only be performed by inspectors approved by the Illinois EPA as cross-connection control device inspectors (CCCDI). The inspection of mechanical devices shall include physical testing in accordance with the manufacturer's instructions.
- e. Maintenance, as recommended by the manufacturer of a required device,

will be performed on all cross-connection control devices protecting the municipal water works system. The Manufacturer's Maintenance Manuals are required to be available on-site at the location of each device. Costs for maintaining, repairing or replacing cross-connection control devices protecting the municipal water works system shall be borne by the Village, unless the maintenance, repair or replacement is necessitated by freezing, negligence or other controllable act.

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

AYES:

NAYS:

PASSED AND APPROVED this 6th day of March, 2017.

Village President

ATTEST:

Village Clerk



Item: Arlington International Racecourse - 2200 W. Euclid Ave. - Sign Variation - DC#16-144

Department: Planning & Community Development

Requested Action

1. A variation from Chapter 30, section 30-120.a, Prohibited Signs, to allow an electronic changeable LED sign.
2. A variation from Chapter 30, section 30-120.f, Prohibited Signs, to allow a sign with changing advertisements for multiple off-premises businesses, where it is prohibited to advertise a business or services that is not located on the same property as the sign.
3. A variation from Chapter 30, section 30-303.a, to allow a 95 foot tall ground sign, where 16 feet 6 inches is the maximum allowed.
4. A variation from Chapter 30, section 30-303.c, to allow a 1,200 square foot ground sign, where 80 square feet is the maximum allowed.
5. A variation from Chapter 30, section 30-117.a, to allow a sign to be illuminated to .3 footcandles above ambient light levels as measured from 150 feet from the sign face, where 250 foot candles measured at the face of the sign is the maximum allowed.

RECOMMENDATION

A public meeting was held by the Design Commission on February 14, 2017 where Commissioner Kingsley moved and Commission Fitzgerald seconded:

A MOTION TO RECOMMEND DENIAL OF THE SIGN VARIATION REQUESTS TO ALLOW AN ELECTRONIC CHANGEABLE LED SIGN FOR ARLINGTON INTERNATIONAL RACECOURSE LOCATED AT 2200 W. EUCLID AVENUE. THIS DENIAL IS BASED ON THE PLANS RECEIVED 1/5/17, AND THE FOLLOWING:

- 1. THAT THE PROPOSED ELECTRONIC CHANGEABLE LED SIGN IS A MOVING SIGN AND ANOTHER FORM OF INCOME FOR THE RACECOURSE.**

2. A PREFERENCE FOR THE ELECTRONIC SIGN TO BE ABOUT THE RACECOURSE, WITH MORE SIGNAGE FOR THE RACECOURSE ON THE SIGN INSTEAD OF HAVING OTHERS BEING PROMOTED ON THE SIGN.

Roll Call Vote: Commissioner Kingsley, Fitzgerald and Chair Eckhardt voted in favor of the motion. The motion carried.

Bid Section

Item:

Bid Opening Date:

Account Numbers:

Total Budget for Specific Item:

Bid Amount:

ATTACHMENTS:

Description	Type
Staff Report	Board or Commission Report
DC Minutes 2/14/17	Minutes
Hardship Letter	Correspondence
Sign Specifications	Exhibits
Sign Drawings	Exhibits
Sample Racecourse Ads	Exhibits
Photos of Existing Signs & Proposed Sign Location	Exhibits
DC Timeline Tracker	Exhibits

Summary:

Arlington International Racecourse is proposing to install an electronic changeable LED billboard sign facing Route 53. The proposed sign will be double-sided, 60 feet wide and 20 feet tall, and 1,200 sf in size. The sign will be supported on a single steel column and will be 95 feet in overall height above grade. The petitioner is proposing to use the sign to advertise events at the racecourse, as well as to sell advertising space on the sign to off-premises businesses. The messages displayed on the sign are proposed to change every ten seconds (six messages per minute). The racecourse intends to utilize approximately 2 messages per minute for racecourse advertising, which may vary during racing season (April through September) versus off-season (October through March). The remaining message slots are intended to be sold to other businesses for off-premises advertising, approximately 4 messages per minute. Therefore, the sign would be used approximately 1/3 of the time for Arlington Racecourse advertising, and 2/3 of the time as a revenue generator.

The proposed sign is prohibited by code due to: the electronic changeable display is not permitted, off-premises (billboard) advertising is not allowed, size, height, and brightness. However, Arlington International Racecourse is a major tourism venue unlike any other business in Arlington Heights, and there are eight other existing billboard signs located in Rolling Meadows that are facing Route 53, directly adjacent to the location of the proposed sign. Three of the eight existing billboards are electronic (refer to the attached Map and Photos of the existing billboards). The subject site is located in a B-3 Zoning District, and there are no adjacent Residential Zoning Districts.

Background:

Per Chapter 30, Section 30-120.f, off-premises advertising on signs is prohibited in Arlington Heights. Large scale billboard signs are also not allowed, and electronic message board signs are currently prohibited, with the exception of the price display on gas station signs.

However, there are two electronic message board signs existing in Arlington Heights: one received a sign variation in 1996, and the other is a Village owned Civic Events sign:

- Daily Herald. A sign variation for an electronic message board sign for the Daily Herald was granted in 1996 with restrictions that the message board copy remain stationary and messages change no more frequently than: time and temperature - one minute, traffic and major news messages - 5 minutes, Daily Herald messages – 1 hour, and community service messages – one per hour. This was determined to be a unique condition being adjacent to the I-90 tollway.
- Arlington Heights' Civic Events Sign was installed in approximately 2004. This sign is allowed by code as an exempt Municipal sign providing non-advertising information as a public convenience per Section 30-103.



Image 1. Daily Herald electronic sign viewed from I-90.

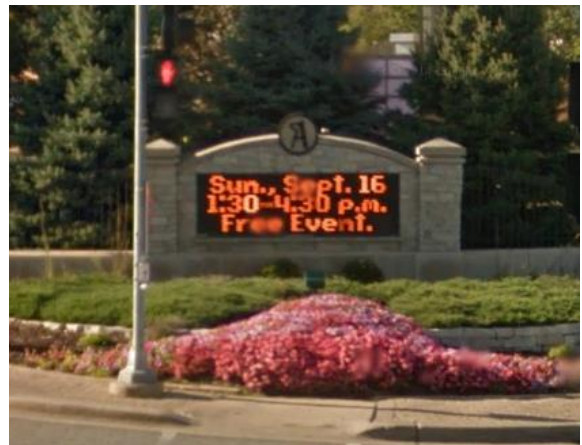


Image 2. Arlington Heights' Civic Events sign.

Two other electronic message board signs were installed by School District 214 without Village approvals.



Image 3. Hersey High School electronic message sign.



Image 4. Forest View School electronic message sign.

The Design Commission first discussed the matter of electronic signage in 2007 relative to several specific sign variation requests, all of which were recommended for denial by Staff and the Design Commission, and one request denied by the Village Board. After detailed research by Staff, the Design Commission discussed the matter again in 2008 at a kick-off meeting and then in detail in 2009, at which time the Design Commission recommended that the Village continue to not allow electronic LED signs. Since then, the Design Commission has discussed the matter of electronic signage in 2012 as part of a Visual Preference Survey and in 2015 relating to Patton Elementary School's request for an electronic sign.

On February 19, 2016, Mayor Hayes sent a letter to the Design Commission requesting that the Design Commission complete the following tasks for Village Board review:

- Develop a general overview of the issues related to electronic signage.
- Report on a range of general approaches regarding electronic signage.
- Recommend an approach for the Village Board to discuss this matter by early June of that year.

In response to Mayor Hayes' request, Staff and the Design Commission completed a preliminary Village-wide study of electronic signage and discussed the matter at three Design Commission meetings:

- February 23, 2016. Kick-off meeting, preliminary discussion and thoughts.
- March 29, 2016. Staff presented a survey of other communities' electronic sign requirements along with photos and videos of electronic signs from other communities for discussion.
- April 12, 2016. Review and approval of Position Statement and Recommendations.

On July 18, 2016, the Design Commission's Position Statement & Recommendations regarding electronic signage was presented to the Village Board. The Design Commission's report outlined the issues related to electronic signs which included: Arlington Heights' image, nuisance to adjacent properties, traffic safety, code enforcement, and energy consumption. The report also included the Design Commission's recommendations regarding different possible applications for electronic signs, as follows:

- Electronic LED signs should not be allowed for commercial businesses community wide. Commercial signs should be used for business identity, not advertising.
- Electronic LED signs should not be allowed for major tourism venues. **However, major tourism venues represent a possible good application for electronic signs, and they should be considered on a case-by-case basis as sign variations.**
- Electronic LED signs should not be allowed for schools, churches, and park facilities which are commonly located in residential neighborhoods. However, non-light emitting electronic signage technology, such as electronic ink, should be closely monitored for use in these applications.

- **Electronic LED signs should not be allowed along I-90 and Route 53 due to a possible unfair advantage for businesses fronting these highways, and to avoid contributing to signage blight along these highways.**
- Electronic LED signs should not be allowed at this time, but emerging technologies in electronic signs should be monitored for more aesthetically pleasing, environmentally friendly alternatives to LED signs, such as electronic ink.

Highlights of the feedback provided by the Village Board from the July 18, 2016 meeting are as follows:

- Allowing electronic signs in Arlington Heights should be explored to maintain a competitive advantage and/or level playing field with surrounding communities, at least on a limited basis.
- Electronic signs may be appropriate in some applications to promote businesses, if done properly.
- The Board does not want to allow electronic signage by right, but a special review process should be explored.
- Concern that electronic signs may proliferate, even with a special review process.
- Concern over unintended consequences.
- Concern regarding enforcement.
- The desire of businesses to have electronic signs must be balanced with the Village's ability and duty to make the Village look good.
- **Sign variations for electronic signs may be the best process in some cases, such as major tourism venues.**
- Electronic ink would be a better option if it had a full color display.
- The Board is concerned about waiting for new sign technology, such as electronic ink, to become readily available.

At the conclusion of the July 18, 2016 meeting, Staff was directed by the Village Board to further research and draft a special use process to allow electronic signage that meets certain conditions (refer to the attached Village Board meeting minutes dated July 18, 2016).

In accordance with the Village Board's direction to explore a special approval process for the review of electronic signs, and after review of other communities' electronic sign standards and approval processes, a draft Conditional Review Process and Possible Standards have been prepared. Based on concerns expressed by some Board members, research and legal requirements, allowing electronic signs for businesses located along primary commercial corridors has been vetted. This approach will allow electronic signs along major commercial nodes, and will minimize nuisance concerns within residential neighborhoods. The outcome of this approach can then be evaluated, including any unintended, undesirable consequences, as well as feedback from the community. For detailed information, refer to the attached report titled "Electronic Signs - Possible Conditional Review Process". This report is currently under review by the Village Board, and Staff is awaiting further direction.

Also in follow up to the Village Board meeting, Staff met with the Metropolis Theater about a possible electronic theater marquee sign, and met with Arlington Racecourse regarding the proposed electronic billboard sign to face Route 53. It was discussed that, due to the unique nature of both of these requests, sign variations will be required no matter what regulations the Village were to draft.

Sign Variation Criteria:

The Village Sign Code, Chapter 30, Section 30-901 sets out the criteria for granting a sign variation as follows:

- That the particular difficulty or peculiar hardship is not self-created by the Petitioner.*
- That the granting of said variation will not create a traffic hazard, a depreciation of nearby property values or otherwise be detrimental to the public health, safety, morals and welfare;*
- That the variation will serve to relieve the Petitioner from a difficulty attributable to the location, topography, circumstances on nearby properties or other peculiar hardship, and will not merely serve to provide the Petitioner with a competitive advantage over similar businesses;*
- That the variation will not alter the essential character of the locality;*
- That the Petitioner's business cannot reasonably function under the standards of this chapter.*

The petitioner has submitted a letter addressing the sign variation criteria. The hardship reported by the petitioner is that for the past decade, wagering on horse races has declined 40%, which is their major source of revenue. In response to this decline, the racecourse has changed its business model from dependency on wagering to being dependent on income derived from various entertainment events hosted every weekend from May through September as well as a schedule of trade shows, ride and drive events, and holiday events from October through April. They report that their need for advertising and marketing multiple events with a changing message sign has increased ten-fold, and currently, there is no signage on the property to advertise the multitude of events conducted there.

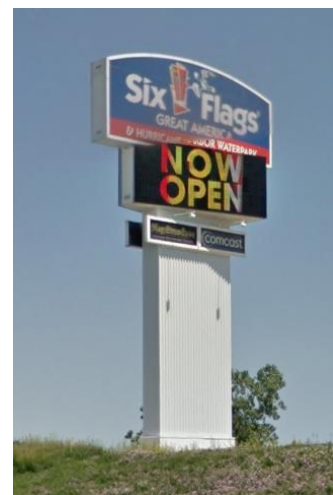
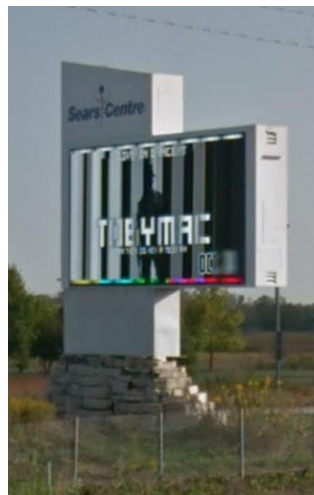
The petitioner's letter states that they currently spend approximately \$100,000 per year to advertise on three electronic billboards for two weeks to promote the opening of race season in May and the Arlington Million event in August, but that this is very limited and insufficient for a year round entertainment destination to adequately promote its brand and market its events. Furthermore, the billboards are located miles away from the property and do not provide the destination reference for Arlington Racecourse.

Finally, the petitioner's letter outlines how the proposed sign will not create a traffic hazard, a depreciation of nearby property values, be detrimental to the public, or alter the character of the locality because the proposed location of the sign is remote from any residents, and there are already many static and digital billboard signs in this location along Route 53.

Analysis:

Staff agrees that the Arlington International Racecourse is an important and unique, one of a kind major entertainment venue in Arlington Heights, and that their current signage is inadequate to effectively advertise the various events hosted at their facility. The proposed location for the electronic billboard sign facing Route 53 is a good choice due to the remoteness from residential neighborhoods and due to the existing context of numerous other billboards that already face Route 53 in this general location. The size and height of the proposed sign is consistent with the existing billboards along Route 53.

However, the justification for using the billboard the majority of the time for off-premises advertising of other businesses as a source of revenue needs to be evaluated. The petitioner reports that other major entertainment destinations in the Chicagoland market have large digital billboard signs to prominently mark their destination and market their events. Staff agrees that other major entertainment destinations have large electronic signs, but venues such as the Allstate Arena in Rosemont, the Sears Center in Hoffman Estates, and Six Flags in Gurnee all have prominent permanent signage incorporated as part of their signs to establish their destinations. It should be evaluated whether the proposed sign should include permanent "Arlington International Racecourse" as a destination reference.



Examples of Major Entertainment Venue Signage

Concerns regarding off-premises advertising are:

- Would allowing off-premises advertising set a precedent for other businesses facing Route 53 and I-90 to request electronic billboard signs on their properties?
- If the sign is used the majority of the time (approximately 2/3 of the time) as an off-premises billboard, it will be far less effective in promoting the Racecourse.
- Is it acceptable to have other businesses that may compete with Arlington Heights' businesses promoted on a sign in Arlington Heights? For example, an advertisement for Schaumburg Ford would directly compete with Arlington Heights Ford.
- Would promoting other businesses outside of Arlington Heights have a negative impact on Arlington Heights?

Is the sign's primary purpose to promote Arlington Racecourse, or to be a stand-alone billboard revenue generator? Six Flags, Allstate Arena, and Sears Centre all have permanent signage as part of their electronic signs, and they use their signs primarily to promote events at their venues as well as for advertising their direct business partners/sponsors such as Coca-Cola or Miller beer. However, in speaking with the Villages of Hoffman Estates and Gurnee, the signs at Sears Centre and Six Flags are used some of the time for off-premises advertising, and off-premises advertising is not restricted by the Village. Furthermore, off-premises advertising on these signs is not restricted from competing businesses in other towns. Both Villages reported that advertising from competing businesses in other towns on these signs has been minimal, it has not been an issue thus far, and there have been no complaints from their local businesses. The Village of Hoffman Estates reported that they do use the Sears Centre sign for promotion of community events held at or near the Sears Centre. If the proposed sign for Arlington Racecourse is approved, the Village of Arlington Heights would like the ability to advertise community events on the sign at no cost.

Ideally, Staff recommends that the proposed sign for Arlington Racecourse include permanent "Arlington International Racecourse" signage on the top of the sign, and that the sign be used only for on-premises advertising which would include promoting racing events, promoting other events hosted at the facility, and advertisements for other businesses and products sold on the premises such as Ditka's restaurant, Mr. D's Sports Bar, Miller Lite, and Pepsi.

Existing Rolling Meadows Billboards:

There are eight existing billboard signs located in Rolling Meadows that are facing Route 53, directly adjacent to the location of the proposed sign. Three of the eight existing billboards are electronic (refer to the attached map and photos). The City of Rolling Meadows has an overlay district along Route 53 where off-premises signage is allowed. However, the maximum size sign allowed is 200 square feet and 20 feet in height. The existing billboards all exceed those limitations, so variations were required to be approved by the City Council, and IDOT approval was also required. The three electronic billboards operate 24 hours per day, 7 days per week.

Possible Restrictions:

If the Design Commission supports the proposed sign, then the following restrictions should be evaluated:

IDOT (Illinois Department of Transportation) Requirements. IDOT has standards for billboards that are applicable to the proposed sign. A summary of IDOT's requirements are as follows:

- **Size.** 30 feet maximum height, 60 feet maximum width, and 1,200 sf maximum size.
- **Display.** Static messages only. Oscillating, rotating, flashing, intermittent or moving lights are not allowed.
- **Frequency of Message Change.** 10 seconds minimum (6 messages per minute). Note: The three existing adjacent electronic billboards all change messages every 10 seconds.

- **Spacing:**
 - o Signs must be a minimum 1,000 feet from official traffic signs, signals, or devices and shall not obscure or interfere with a driver's view of such sign, signal, or device.
 - o Signs must be a minimum 1,000 feet from approaching, merging or intersecting traffic and shall not obscure or interfere with a driver's view of such traffic.
 - o Signs must be a minimum 500 feet from of another such sign structure.
- **Moving Parts.** Signs cannot contain any animated or moving parts.

In addition to IDOT's requirements, the following restrictions are recommended:

- **Display.** The display shall be high resolution, full color. Video not allowed.
- **Brightness:**
 - o Auto-dimming photocell technology is required to adjust the display brightness based on ambient lighting conditions.
 - o Brightness shall be limited to .3 footcandles maximum above ambient lighting conditions at 150 feet from the sign face. (Brightness restrictions are based on IESNA, Illuminating Engineering Society of North America, standards.)
 - o Written certification from manufacturer required to verify auto-dimming function, preset not-to-exceed .3 footcandles above ambient lighting conditions.
- **Sound.** Sound is not allowed.
- **Hours of Operation.** Unlimited.
- **Sign Removal.** If the proposed sign is approved, Staff recommends including a condition requiring the sign to be removed if Arlington Racecourse ceases operations (in accordance with Chapter 30, Section 30-109 "Removal of Signs for Businesses No Longer on Premises"), unless the Village approves a future request.

OPTIONS:

Option 1. Approve as submitted (with restrictions as noted above).

Option 2. Require revisions to include permanent "Arlington International Racecourse" signage on the top of the sign.
(Note: The maximum permitted sign size will need to be coordinated with IDOT requirements, which may require a reduction to the electronic display portion of the sign to accommodate the permanent signage.)

Option 3. Require revisions to include permanent "Arlington International Racecourse" signage on the top of the sign and limit the use of the sign to on-premises advertising only (with restrictions as noted above).

Option 4. Deny the request.

RECOMMENDATION:

Of the four options listed, Staff recommends that the Design Commission **proceed with Option 3** regarding the proposed electronic billboard sign variation requests for *Arlington International Racecourse* located at 2200 W. Euclid Avenue. This recommendation is subject to compliance with the plans received 1/5/17, Federal, State, and Village Codes, regulations, and policies, the issuance of all required permits, and the following:

1. The design of the sign shall be revised to include permanent "Arlington International Racecourse" signage on the top of the sign. (Note: The maximum permitted sign size will need to be coordinated with IDOT requirements.)
2. The display on the sign shall be static only. Oscillating, rotating, flashing, intermittent, moving lights, and video are not allowed.
3. Each message shall be displayed for 10 seconds minimum.

4. The display shall be high resolution and full color.
5. Auto-dimming photocell technology is required to adjust the display brightness based on ambient lighting conditions.
6. Brightness shall be limited to .3 footcandles maximum above ambient lighting conditions at 150 feet from the sign face.
7. Written certification from manufacturer is required to verify auto-dimming function, preset not-to-exceed .3 footcandles above ambient lighting conditions.
8. Sound is not allowed.
9. The sign shall be removed in its entirety if Arlington Racecourse ceases operations (in accordance with Chapter 30, Section 30-109 "Removal of Signs for Businesses No Longer on Premises").
10. The Village of Arlington Heights shall be allowed to advertise community events on the sign at no cost.
11. This review deals with architectural design only and should not be construed to be an approval of, or to have any other impact on, any other zoning and/or land use issues or decisions that stem from zoning, building, signage or any other reviews. In addition to the normal technical review, permit drawings will be reviewed for consistency with the Design Commission and any other Commission or Board approval conditions. It is the architect/homeowner/builder's responsibility to comply with the Design Commission approval and ensure that building permit plans comply with all zoning code, building permit and signage requirements.

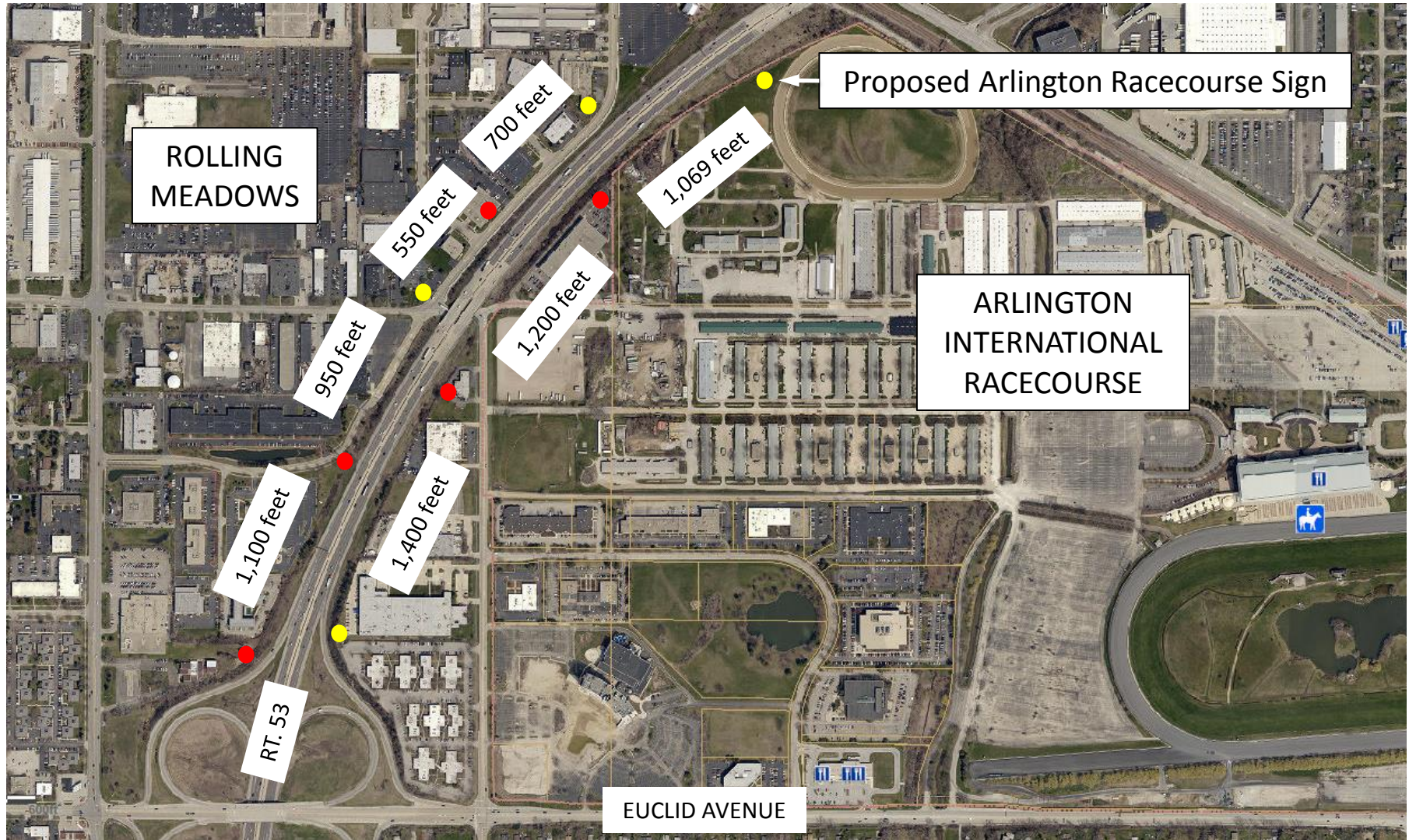
Steve Hautzinger AIA, Design Planner
Department of Planning & Community Development

ATTACHMENTS:

1. Map of Existing Billboards
2. Photos of Existing Electronic Billboards
3. Examples of Major Entertainment Venue Signage.
4. Electronic Signs, Design Commission Position Statement & Recommendations, approved April 12, 2016.
5. Village Board Meeting Minutes, July 18, 2016.
6. Extracts from the International Sign Association report titled "Night-time Brightness Level Recommendations for On-Premise Electronic Message Centers", updated August 2016.
7. Electronic Signs – Possible Conditional Review Process, dated February 8, 2017.
8. Major Arterial Roads & Primary Commercial Corridors Map, dated January 31, 2017.
9. Newspaper article, "Digital Billboard Plan Heads to Rolling Meadows Council", dated May 27, 2015.

c: Charles Witherington-Perkins, Director of Planning and Community Development, Randy Recklaus, Village Manager, Robin Ward, In-House Counsel, Steve Touloumis, Director of Building Services, Petitioner, DC File 16-144

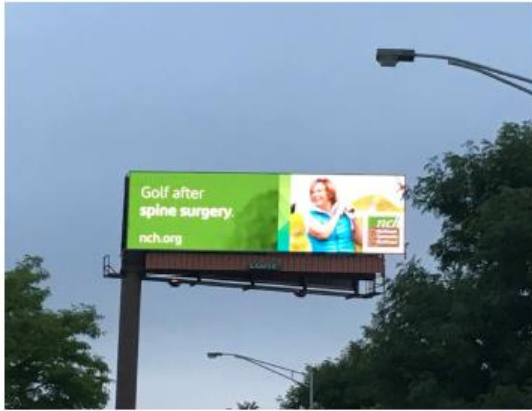
Map of Existing Billboards



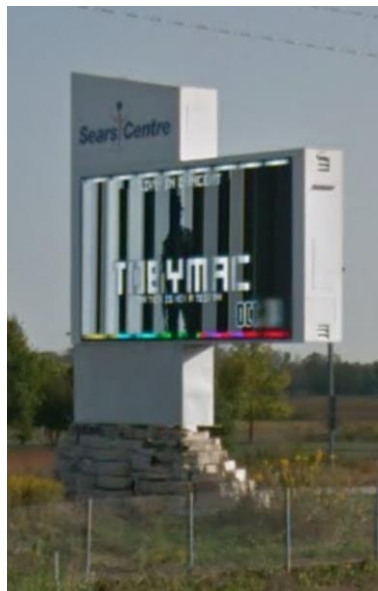
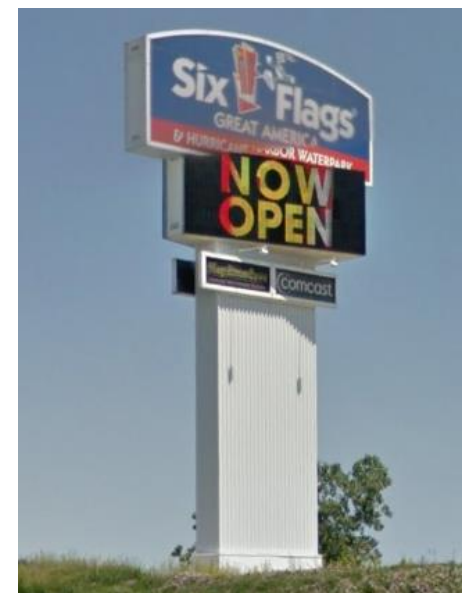
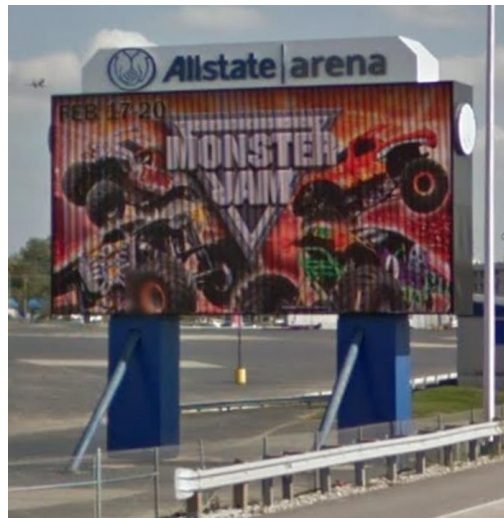
- EXISTING BILLBOARD
- EXISTING ELECTRONIC BILLBOARD

Note: Separation distances between billboards are approximate

Photos of Existing Electronic Billboards in Rolling Meadows



Examples of Major Entertainment Venue Signage



ELECTRONIC SIGNS

Design Commission Position Statement & Recommendations

Approved April 12, 2016

A MOTION WAS MADE BY COMMISSIONER ECKHARDT TO APPROVE THE DESIGN COMMISSION POSITION STATEMENT & RECOMMENDATIONS ON ELECTRONIC SIGNAGE. COMMISSIONER KUBOW SECONDED THE MOTION. ALL WERE IN FAVOR. THE MOTION CARRIED.

Task:

On February 19, 2016, Mayor Hayes sent a letter to the Design Commission regarding electronic signage requesting that the Design Commission complete the following tasks for Village Board review:

- Develop a general overview of the issues related to electronic signage.
- Report on a range of general approaches regarding electronic signage.
- Recommend an approach for the Village Board to discuss this matter by early June of this year.

History & Background:

The Design Commission first discussed the matter of electronic signage in 2007 relative to several specific sign variation requests, all of which were recommended for denial by Staff and the Design Commission, and one request denied by the Village Board. After detailed research by Staff, the Design Commission discussed the matter again in 2008 at a kick-off meeting and then in detail in 2009 where the Design Commission concluded to continue to not allow electronic LED signs. Since then, the Design Commission has discussed this matter in 2012 relative to the Visual Preference Survey undertaken and in 2015 regarding Patton School's request. As a result of the 2015 review, this topic was placed on the Design Commission agenda again in January 2016.

Process:

In response to Mayor Hayes' request, Staff and the Design Commission have completed an initial Village-wide study of electronic signage, and have discussed the matter at three recent Design Commission meetings:

- February 23, 2016. Kick-off meeting, preliminary discussion and thoughts.
- March 29, 2016. Staff presented a survey of other communities' electronic sign requirements along with photos and videos of electronic signs from other communities for discussion.
- April 12, 2016. Review and approval of Position Statement and Recommendations.

Types of Electronic Signs:

1. LED (Light Emitting Diode) Signs

- a. The sign display is created by a series of light emitting diodes arranged on a panel.
- b. Available in monochromatic (red or amber) or full color.
- c. Available in low and high resolution. Best viewed from a distance.
- d. Generally, very bright and glaring.
- e. Capable of static, scrolling, and animated displays.
- f. High resolution displays are capable of full color video.
- g. Uses range from gas station pricing, small message boards, and highway billboards.
- h. It is the most common type of electronic sign due to many manufacturers and competitive pricing.

2. LCD (Liquid Crystal Display) Signs

- a. The sign display is similar to a high definition television.
- b. Capable of static images and full color video.
- c. Generally, very bright.
- d. Less common and more expensive than LED electronic signs.
- e. Typically used for close up viewing, such as indoor fast food menu signage, outdoor drive-through signage, and bus shelters.

3. Electronic Ink Signs

- a. Has the appearance of printed ink on paper, as seen in a Kindle reader.
- b. Does not emit light. No glare.
- c. Extremely low power consumption.
- d. The display can be changed, but not capable of scrolling, animation, or video.
- e. Is currently being used in limited outdoor signage applications such as gas station pricing and bus shelters, but is not currently a production/commodity product.
- f. Is currently under development for more widespread use in outdoor signage applications.

Questions to be Answered:

1. Is electronic signage something that the Village should continue to explore?
2. What is the image that the Village wants for its corridors?
3. Should electronic signage be allowed in residential districts for schools and churches across from residential homes?
4. Should electronic signage be allowed in business and manufacturing districts (with restrictions)?
5. Should electronic signage be allowed for specific uses such as major tourism venues such as Arlington International Racecourse, Metropolis Theater, Star Cinema Grill, or major developments such as Arlington Downs?
6. Should electronic signage be allowed in specific locations such as along I-90?
7. Should electronic signage be allowed as of right, or through an additional discretionary review process?
8. Should electronic signage continue to be deferred until more energy efficient and aesthetically pleasing technology is prevalent, such as electronic ink signs?

Summary of March 29, 2016 Design Commission Meeting:

On March 29, 2016, Staff and the Design Commission continued the review of electronic signs. A survey of other communities' electronic sign requirements along with photos and videos of electronic signs from other communities were presented by Staff for discussion.

Highlights of the presentation were:

1. Photos and videos of electronic signs from surrounding communities such as Mt. Prospect, Prospect Heights, Palatine, and Rolling Meadows were presented.
2. Examples of signs from churches, restaurants, automotive repair, retail businesses, Village, library, fire department, and park district were provided.
3. The technology of these signs were either monochromatic (red or amber) or full color LED displays. Full color signs use a combination of red, blue, and green LEDs to create the full color displays.
4. Overall the electronic LED signs were bright and glaring, and the commissioners were encouraged to visit these signs in person to understand the full impact.
5. All of the signs had changing messages and most utilized flashing, scrolling, animation, and videos.
6. Many of the signs observed were located adjacent to residential properties, which is a concern.

7. Messages on the signs ranged from dancing Easter eggs to hot dog specials, and some signs had burnt out sections of LED lighting which added to the poor appearance of the signs.
8. The value of the advertisements being communicated on the signs for businesses was discussed, as opposed to the value of public information being communicated on the signs for municipalities, schools and churches.
9. Electronic Ink as an alternative to LED signs was discussed, possibly for use at schools and churches in residential neighborhoods.
10. Summary of concerns:
 - a. LED displays are bright and glaring.
 - b. Electronic LED signs in residential neighborhoods are not appropriate.
 - c. Dozens of electronic signs along commercial corridors create character concerns.
 - d. Nuisance to adjacent properties, especially residential.
 - e. Traffic distraction concerns.
 - f. Electronic Ink signage has great potential as an alternative to LED, especially for school and church message boards.
 - g. Electronic signs may be appropriate at major tourism venues, such as Arlington International Racecourse, or possibly along I-90.

Design Commission feedback and areas of concern:

1. The examples of signs presented raised concerns amongst the Design Commissioners.
2. None of the signs presented were favored by the Design Commissioners.
3. The Design Commission needs to consider the beauty of the Village.
4. Brightness is one of the primary concerns.
5. There would be no way to control the use of electronic signs.
6. Arlington Heights does not need more clutter along the commercial corridors.
7. Large pixel signs look crude and cheap.
8. The purpose of signs should be to locate a business, not to advertise products and services.
9. Until there are more cost effective options for high quality, high resolution or electronic ink signs, electronic signs should not be allowed.
10. Electronic signs should not be allowed along I-90 which is already cluttered with signage.
11. The needs for public information message boards for churches, schools or Park District facilities need to be considered, as compared to advertisements at a business or a fast food establishment.
12. The commissioners were interested in electronic ink signage as an alternative to electronic LED signs.
13. If electronic signs were to be allowed in Arlington Heights:
 - a. A special review process for all electronic signs should be considered.
 - b. Electronic signs should be visually quiet, calm, and small.
 - c. To minimize brightness, only electronic LED message signs with black backgrounds should be considered.
 - d. Only high quality, high resolution displays such as a high definition television screen should be considered.
 - e. If allowed along I-90, it will need to have high quality graphics and be large enough to be easily read.

Chairman Eckhardt requested that the commissioners drive through surrounding communities and be prepared to present 4 or 5 position statements regarding electronic signs at the next meeting.

Options:

1. Continue to not allow electronic signs Village-wide.
2. Allow electronic signs Village-wide.
3. Allow limited applications of electronic signage.

General Approaches / Options for Specific Uses, Locations, and Types of Signs:

1. **Community Wide Commercial Business Electronic Signage**
 - a. Option 1. Continue to not allow electronic signs.
 - b. Option 2. Allow electronic signs by right (with restrictions).
 - c. Option 3. Allow electronic signs with special review process.
2. **Major Tourism Venues** (such as Arlington International Racecourse, Metropolis Theater, Star Cinema Grill, or major developments such as Arlington Downs)
 - a. Option 1. Continue to not allow electronic signs.
 - b. Option 2. Allow electronic signs by right (with restrictions).
 - c. Option 3. Allow electronic signs with special review process.
3. **Schools, Churches, Government, and Park District Facilities**
 - a. Option 1. Continue to not allow electronic signs.
 - b. Option 2. Allow electronic signs by right (with restrictions).
 - c. Option 3. Allow electronic signs with special review process.
4. **I-90 and Route 53.**
 - a. Option 1. Continue to not allow electronic signs.
 - b. Option 2. Allow electronic signs by right (with restrictions).
 - c. Option 3. Allow electronic signs with special review process.
5. **Future Technology**
 - a. Continue to not allow electronic signs at this time, but monitor the developments in electronic sign technology in the future for new, aesthetically pleasing, environmentally friendly alternatives to current electronic signs, such as electronic ink signage.

POSITION STATEMENT & RECOMMENDATIONS:

Issues related to electronic signs:

1. **Image**
 - a. Electronic LED signs are inherently bright and glaring with blinking, scrolling, animation, and video displays which can be obnoxious, portraying a negative image of the community.
 - b. Allowing electronic signs at numerous businesses along our commercial corridors could result in sign blight and create a negative image for the community.
2. **Nuisance**
 - a. Bright LED signs can create a nuisance to adjacent properties, especially residential uses.
3. **Traffic Safety**
 - a. Changing messages on electronic signs can be distracting to drivers creating a safety concern.

4. Code Enforcement

- a. The use of electronic signs would be difficult to enforce, and control of message content is legally limited.

5. Environment

- a. Electronic LED signs consume energy at all times to display their message, day and night.

Recommendations:

1. Community Wide Commercial Business Electronic Signage

- a. Option 1. Continue to not allow electronic LED signs.
Commercial signs should be used for business identity, not advertising.

2. Major Tourism Venues (such as Arlington International Racecourse, Metropolis Theater, Star Cinema Grill, or major mixed use developments such as Arlington Downs)

- a. Option 1. Continue to not allow electronic signs.
Major tourism venues may be a good application for electronic signage. However, it may be challenging to draft code language and to predict the possible impacts for these unique, individual electronic sign applications. Review of electronic sign requests for major tourism venues may be best handled through the sign variation review process.

3. Schools, Churches, Government and Park District Facilities

- a. Option 1. Continue to not allow electronic signs, except for electronic ink signs as may be approved by the Design Commission.
Schools, churches, Government and Park District facilities do have the need for community message board signage. However, since these uses are typically located within residential neighborhoods, electronic signs should continue to not be allowed. Alternate emerging non-light emitting electronic sign technology, such as electronic ink, should be closely monitored for this application.

4. I-90 and Route 53.

- a. Option 1. Continue to not allow electronic signs.
Allowing electronic signage along major highways would not directly impact the character within Arlington Heights. However, it may have unintended consequences such as possibly creating a competitive advantage for those businesses with frontage along major highways over similar uses elsewhere in the community, and contributing to signage blight along the highways.

5. Future Technology

- a. Continue to not allow electronic signs at this time, but monitor the developments in electronic sign technology in the future for new, aesthetically pleasing, environmentally friendly alternatives to current electronic signs, such as electronic ink signage.

CONSENT REPORT OF THE VILLAGE MANAGER

CONSENT PETITIONS AND COMMUNICATIONS

- A. Permit Fee Waiver - Arlington Heights Park District Approved

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

The Motion: Passed

Ayes: Blackwood, Farwell, Glasgow, Hayes, LaBedz, Scaletta, Sidor, Tinaglia

Absent: Rosenberg

XI. APPROVAL OF BIDS

XII. NEW BUSINESS

- A. **Sign Code Modifications - Electronic Signs**
Village-Wide - DC#09-025

President Hayes stated that at his request, after driving through other communities that have a number of electronic signs that allowing them should be explored in order to make sure that the Village maintains a competitive advantage and/or level playing field with surrounding communities, and at least a limited place for them in the Village of Arlington Heights.

Mr. Ted Eckhardt, Design Commission Chairman thanked the Board, Mr. Perkins and Mr. Hautzinger for their support of the Design Commission. He explained that after the passing of Design Commission member Alan Bombick the Commission has established and passed a resolution for an "Alan F. Bombick Annual Design Award" that would have two or three categories. Mayor Hayes thought that it was very appropriate.

Mr. Eckhardt started by saying that the Design Commission looked at electronic signs in 2006 and reviewed it again in 2007, 2008, and 2012, and talked about some sign requests, including Patton Elementary School that have been denied. He went on to say that he is one of the five voices of the Design Commission that have worked hard on this. He stated that after President Hayes' request for staff to create a report on electronic signs, Village Design Planner, Steve Hautzinger researched and put it together and gave it to the Design Commission to study.

Mr. Hautzinger gave some background on electronic signage history, saying that in 2007 there were a few sign variation requests that were denied by the Design Commission. He also said that in 2009 staff prepared a detail

study on electronic signage that was reviewed with the Design Commission where it was decided not to continue to allow electronic signs, but that manual change bulletin board sign code regulations were clarified and expanded.

In 2012 a visual preference survey that included residents, business owners, and sign companies, was conducted to evaluate many signs including electronic signage saying that there was a lack of support for them. Mr. Hautzinger noted that Patton Elementary School's signage request came back to the Design Commission in 2015 where there was a productive and thorough review, but in the end it was denied because different concerns, specifically being a nuisance in a neighborhood across from residential homes, and the precedent that would be set if approved for all schools, churches, and park facilities in residential neighborhoods.

Mr. Hautzinger continued by showing a map of the Village showing the 74 schools, churches, and parks throughout Arlington Heights, and then talked about the various types of electronic signs; LED, LCD, and Electronic Ink. He explained that LED is the prevalent signage and that it is very bright and glaring which is a big concern. He added that LED can scroll, animate, and play video. Mr. Hautzinger stated that the LCD signs are similar to high definition televisions and that they are full color, very bright, can do static images or video. He said that they are used for close-up viewing applications and have been used more for interior signage for restaurant menus, but are showing up in some drive-through menus.

Mr. Hautzinger stated Electronic Ink Technology was discovered when research was being done for a solution for Patton Elementary School. He said that Electronic Ink is easy on the eyes and has the appearance of printed ink on paper. He also said that it does not emit any light, has no glare, and is very green and sustainable because it uses little power. He said Electronic Ink has great potential, and said that the only limitation is that it is an emerging technology that is not yet prevalent and is under development for widespread signage applications. Currently it only has a white background, but they are working on perfecting it in color. He also noted that this type of signage may work for Metropolis because of all the residents around it.

Mr. Hautzinger went on to show a changeable panel sign which is an aesthetically pleasing way to change information on a sign without introducing electronic signage. He noted that the Arlington Heights sign code was recently amended to allow this type of changeable sign panel.

Mr. Hautzinger went over the questions that were discussed as staff launched into the study with the Decision Commission which included:

- Should the Village continue to explore electronic signage? What image does the Village want for its commercial corridors?
- Should they be allowed in residential districts when they are across from residential homes?

- Should they be allowed for all business and manufacturing districts?
- Should they be used for major tourism venues such as Arlington Race Course, Metropolis, Star Cinema Grill or a major development like Arlington Downs?
- Should they be allowed around Route 90 and Route 53?
- Should they be allowed as of right, or through an additional discretionary review process?
- Should we defer electronic signage until more energy efficient and aesthetically pleasing technology is prevalent and readily available?

Mr. Hautzinger finished his presentation by showing photos of electronic signs in other communities.

Mr. Eckhardt said that coming into this, that his mind was open completely and that he believes that electronic signs are the coming thing and that they are practical but bring with them the need for some control and new technology. He said that the issues that play into this complicated decision is with the image of Arlington Heights, the nuisance factor, traffic safety, code enforcement, and the environment. Mr. Eckhardt then went over some of the Design Commission feedback on electronic signage. He did say that the Commission agreed that there is a need for public information and bulletin board signs that should be considered and that they all supported the Electronic Ink signs as a good alternative to LED.

Mr. Eckhardt stated that staff prepared five categories for electronic signage with recommendations for the Design Commission to consider. They were:

1. Community-Wide Commercial Businesses
2. Major Tourism Venues
3. Schools, Churches, Government, and Park District Facilities
4. I-90 and Route 53
5. Future Technology

The options for each were:

- Continue to not allow electronic signs
- Allow electronic signs by right
- Allow electronic signs with special review process

Mr. Eckhardt stated that the Design Commission chose "continue to not allow all electronic signs" for all five categories. He went on to say that the Design Commission members would encourage anyone to bring a sign to the Design Commission and ask for a variance for it and said that as time goes by they will find a comfortable place for electronic signs so that they are not a distraction or intrusive or be unsafe.

Mr. Jonathan Kubow said that in speaking for the Design Commission, he asks for patience from the Village Board and future and existing businesses, saying that there is new technology out there and that what

they see currently is not aesthetically pleasing. He said that it is hard to support something that they don't think would attribute to a good looking community.

Trustee Scaletta said that based on some of the comments during tonight's presentation, he is concerned that he may have a professional conflict of interest, and to avoid any appearance of impropriety he recused himself and did not participate in the Board's discussion.

Trustee Sidor asked how many participants were in the study for signage. Mr. Perkins stated that there were three sessions with 50-70 people attending each of them. Trustee Sidor felt that because of the insignificant amount of participants compared to Village population, he would not let that weigh very heavily on his opinion. Trustee Sidor thought that the Electronic Ink is boring but that it may work for the Metropolis and asked how it would look in sunlight. Mr. Hautzinger stated that the technology was developed for bright lights and added that light can be added to it at night. Trustee Sidor said he would like to see that technology in color and added that he is not sure how patient the businesses are in waiting for new technology.

Discussion took place regarding the difference between with changeable panel signs compared the electronic signs being discussed tonight. Mr. Perkins explained that the lighting on changeable panel signs is electronic, but it is not an LED sign. Mr. Eckhardt explained that the electronic signs being discussed are ones that have the ability and are programmed to change messaging or images electronically. Trustee Sidor stated that he is in agreement with the majority of the presentation, but added that he does not want to put the Village at a competitive disadvantage. He said that at certain places and under certain applications electronic signs may be appropriate if done properly.

Trustee Farwell thanked everyone on the Design Commission for their hard work, and said that he is not sure he agrees with their recommendation at this time. He asked if LED lights can be dimmed. Mr. Eckhardt stated that they can and that they have four or five settings. Trustee Farwell also asked about the lighting on Electronic Ink signs and said it was unfortunate that it is not yet available in color. Mr. Eckhardt stated that the light is internal and not face lit. He added that they are affordable but currently more expensive than LCD because they are a new technology. He added that the concluding comments from the Design Commission about being patient is because they feel like this product is something more acceptable and is coming sooner than later.

Trustee Farwell felt that he is bothered because the Board approved and installed an electronic sign a number of years ago, and that he feels like the Village is holding itself to a different standard than the businesses. He said that he worries about waiting, saying that Village businesses are smart and know what type of advertising is best for them to promote their

business, which in turn promotes Arlington Heights. Trustee Farwell felt that it may be time for the Village to allow businesses electronic signage and thoughtfully put forward an effort and set standards in a way that makes Arlington Heights look classy.

Trustee Blackwood said that she is similarly positioned with Trustees Farwell and Sidor. She is concerned with the major tourism venues within the Village boundaries and its outskirts. She gave, for example the signage for Tony's Market on Rand Road in Prospect Heights, saying that she has been contacted by several owners of smaller grocers who are very concerned about losing their customers and may not continue to compete on a semi level playing field without proper signage. She said that the Village has the ability to look at the signs, implement good graphic presentation, and satisfy some of the business owners that may not have the patience in waiting for new technology.

Trustee Blackwood asked if 2/3 backlit 1/3 messaging signs were looked at. Mr. Eckhardt stated that discussions had taken place regarding 30% to a maximum 50% movable signage and that none of the commissioners supported 100% movable. Trustee Blackwood then asked why there was such a strong positioning on a "no electronic signs" for the tourism venues. Mr. Eckhardt said that in general the Commission favored those signs but were concerned about allowing them by right and having to police them. He continued by saying that the Design Commission is a recommending body, and said that their position is that if a request comes in and has the right proportions, is classy, and would be able to be policed they would grant a variance for it. Again he stressed that the Commission would not discourage someone for asking for a variance.

Trustee Blackwood asked if there was any discussion on various districts, like the hotel district right off of Route 90, saying that the hoteliers are requesting some assistance in welcoming guests to Arlington Heights and that district. She stated that the reason we have signs is to promote businesses and said that not allowing it by right makes it seem like it is not possible even though a variance will allow it. She suggested that this get looked at in a more opening and softer way to encourage the use of the sign to be just what it is intended for, promotion of Arlington Heights, its businesses, and its entities, and thought the signage should be up to the entity or the district. Mr. Eckhardt said that he personally thought that signage at major events is important and said that the Commission has to go by with what is allowed currently, and that when they see them it will be as a variance.

Trustee Tinaglia stated that he was on the Design Commission for eleven years and that in looking at the minutes from 2009 regarding signage, his comment was that he felt that moving signs were offensive, and that the manual hand change signs were old looking and that something needed to happen. He said that he feels the same way and that the businesses in town really want signs and that something has to change. He also said that

something has to happen for the larger important components of our community, whether it is the Racetrack or Metropolis Theatre.

Trustee Tinaglia questioned the electronic sign that is at Hersey High School. Mr. Recklaus explained that the sign went up during a period where it was believed that the Village did not have the ability to regulate what was done at a high school. Mr. Perkins went on to say that in 1992 the Village Board discussed whether to enforce the zoning and sign codes on schools because of the State school building code. Mr. Recklaus stated that since then there are new interpretations and that it is clearer on what the Village can and cannot enforce. Mr. Perkins stated that about a year ago, there was a case in Crystal Lake where case law clarified what municipalities can and cannot do and said that as a result of that, the Village started enforcing the zoning regulations.

Trustee Tinaglia felt that there can be an opportunity for a special commission, like the liquor commission, to be put together for electronic signs that would not be as overwhelming as the variance process. He said that change in signage is going to happen at some point, saying that the Electronic Ink is a great compromise, especially if they are made in color. Trustee Tinaglia felt that not every business or big entity has the patience to wait anymore and said it is time to do something to give them a break. He is hoping that we can pull together some way to make this happen and give someone a good opportunity. Mr. Eckhardt agreed. Trustee Tinaglia said that he looks at it like a liquor license, saying that the business would need to prove that they can control it and not be offensive with lots of visual movement, and said that if they can't they can be reprimanded or the license can be taken away.

Mr. Recklaus wanted to clarify that the Electronic Ink concept has not been tested in an area with our climate, and said that the manufacturer said that there are heating elements that could be added. He also said that although the Board hires staff and appoints commissions for their expertise and perspective, they are the enforcers of the Board's values. He went on to say that the Design Commission and staff do their best work when the Board clearly defines what it is that it wants to see happen. Mr. Recklaus said that if the Board believes it can define its values and that it can be captured in ordinance type form, he thought that is what should be pursued. He went on to say that if we think this is too difficult, if we do not want to provide something by right, or if it is not possible to capture in ordinance, then he would ask that the Board give staff as much clear direction as they can with what their desire outcomes are.

Mr. Recklaus said that it is dangerous that we will go through an open-ended variance process. He said that since staff understands what the Board would be prone to approve or not, they generally tell applicants that it may be a waste of their time to pursue a variance or that there is a realistic ability to obtain one. He said that the Design Commission is in the "look good business", and that their role is very narrow and only looking at

the design element. The Board looks at things broadly, not only the design aspects but also the compromise, the balance, and the business friendliness. So it may not make sense to have them handle variances on electronic signs at their own discretion without further guidance from the Village Board.

Mr. Eckhardt said that when teardowns were becoming prevalent, guidelines were created, and thought that a similar guideline be developed for electronic signs with what the Board wants.

Trustee Glasgow appreciated Mr. Recklaus' and Mr. Eckhardt's statements of the difference and distinction of formulating policy, which is what the commissions and the Board do, and the implementing policy, which is what staff does. He went on to say that one of the reasons we have specialized commissions is to help the Board formulate policy, and said that the commissions have the time and energy to delve into things that the Board does not have. He said that the Design Commission has had five months to put together a recommendation and that the Board has had about ten days to review it. Trustee Glasgow also said that he has to take into consideration that 2/3 of the people polled were against signs at every venue. He understands that businesses want the signs and need to make a profit, but said that it needs to be tempered with the Village's ability and duty to make sure that the look good business that the Design Commission is in is enforced and aesthetically pleasing.

Trustee Glasgow is concerned with allowing signs as a matter of right, saying that if you make a rule for one, you make it for all which he said creates a law for unintended consequences. He explained that giving someone a license or a right creates a property right, and said that taking that right away because they have too many lumens, leaving the sign on, or because the images change to quickly would create an enforcement nightmare for staff which he is extremely concerned about.

Trustee Glasgow felt that allowing signage in one place, doesn't necessarily set a precedent for somewhere else and said that every piece of real estate is unique in where it sits. He said that he agrees with the Design Commission's recommendations, although with signage regarding major tourism venues he said that he doesn't see how anything other than a variation can be done. He continued by saying that he is not adverse in granting a variation for Arlington Park, Metropolis, or anywhere else that has a unique circumstance and characteristic. Trustee Glasgow said that he is in full favor of following the recommendations of the Design Commission because of the amount of time they have spent on this.

Mr. Eckhardt stated that the Design Commission wants to allow signs in every category, but needs to figure out how it can happen. He said that the major tourism venues category would be the most appropriate to have the electronic signs in order to keep up with larger communities, followed by the Churches and Schools which have messages to get out.

Trustee Glasgow asked Mr. Eckhardt how long the Village is supposed to wait and continue granting variances if the Electric Ink signs are the next big thing the Village should move into. Mr. Eckhardt said he cannot speak to their readiness, but the company is working very hard on some of the issues, and said that they may be more affordable within a year and thinks they may come out in color at the same time. He also said that LCD signs will also become more affordable if the Village has size restrictions, adding that they would have to be site appropriate.

Trustee LaBedz thanked the Design Commission and staff for all their work and historical information provided on this topic, saying that she finds this to be a very difficult issue. She felt that something needs to be done, and that she is concerned with telling people to wait for the Electronic Ink option when it is not fully known if and when it would be ready. Trustee Labedz stated that major tourism venues would benefit tremendously from electronic signage, and asked if there would be a legal issue or first amendment issue if the major tourism venues were allowed to go forward with electronic signs once they are defined, and not allowing them for other businesses. Ms. Ward said that it would not be a first amendment issue, but that there may be challenges in permitting only the major tourism venues and that it would also be challenging to differentiate the types of signs and types of businesses. Trustee Glasgow said that a variance is a safer way to do this rather than excluding others through an ordinance.

President Hayes said that in looking at community surveys that were done, he saw that a neighborhood community allows electronic signs through a conditional or special use process saying that he does not like the outcome. He said he was afraid that if all businesses were allowed to apply through a variation or special use permit process that the Board would have a difficult time saying no. President Hayes said that he is not in favor allowing all businesses and uses to apply for special use. He did say that he was in favor of what Chairman Eckhardt suggested which is allowing application through a variation process for certain categories, specifically to include the major tourism venues and to consider churches, schools, governments, and park district facilities.

Tony Petrillo, Arlington Park General Manager, said that he wanted to let staff know that Arlington Park's intent is to develop a digital billboard on their property. He said that they have been seeking some type of signage at the corner of Euclid and Wilke for some time, but have been reluctant to pursue it because they felt there were too many hurdles. Mr. Petrillo went on to explain that Arlington Park has vendors that rent their buildings or a permanent facility on their property and that they are losing business because some vendors felt that there is not good signage for them to advertise. Mr. Petrillo said they would like to market and promote business for those that drive on Route 53, and said the sign can be community rooted by being able to show amber alerts, weather alerts, and highlight

events being held in the Village, and noted that no residents would be affected. He went on to say that they would like some type of opportunity for some type of process that would allow them to acquire a sign that will be able to change images. He noted that they would not be in favor of moving signage or video type of images, and that static signs would be most appropriate. He asked the Board to consider the sign for Arlington Park when they draw their opinions on electronic signage.

Trustee Farwell mentioned the five requirements for sign variations, and noted one in particular "The applicant's business cannot reasonably function under the standards of this chapter". He said that this requirement has always been hard for businesses to properly argue successfully in front of almost any board. Trustee Farwell stated that we can't use this particular section of the code to give variances on the design elements of a sign, and said that a section of the code would have to be created and shouldn't be called a variation. He said he would be open to a special use process because a special use is given to a business and that once a business transfers hands or closes, then the use sunsets. Trustee Farwell also stated that to be more business friendly, everyone should have the right to apply regardless of what industry they are in or where they are located. Trustee Farwell thought that the Design Commission could tailor special use process and come back to the Board for more dialogue.

Trustee Tinaglia agreed with Trustee Farwell that it shouldn't be a variance. There are a lot of questions to be answered such as; whether it will be a special use, a license, will a committee be involved, who will handle the special use or license, how many of them, how often they are handed out, etc. He also thought there was merit in developing guidelines on what the signs should look like and what they will be allowed to do. He also said that enforcement will be the biggest problem.

Mr. Recklaus said that although a special use or a variance can be done, he wanted to make a distinction and said that if we do anything outside the variation process, like a special use or amendment to the code, then you open the door to be able to get these by right. He went on to say that when you set criteria, and that criterion is met, it is more difficult to turn down. Mr. Recklaus said that as difficult as the variance process is, it does provide more control than a special use.

Ms. Ward explained that in terms of creating guidelines for electronic signs, which you can't create for something that is currently not permitted. She said that the direction would have to be whether you want to move towards letting them continue to be variations but be more encouraging for people to apply for them, or do you want staff to work on some sort of code amendment that permits them but provides some sort of process whether a special use process or a Design Commission process.

Mr. Schuster, added that based on some of the comments brought up this

evening, that there are ways to design certain regulations and criteria that would have to be met in order to have a special use, so that not everybody can come forward with a sign. He mentioned a Supreme Court Reid case where you can get into trouble when you start to regulate types of speech, but said you have the ability to control how bright the signs can be, or where they are placed on property lines, etc. Mr. Schuster said that you have to decide whether you want a system with hardships that have been brought up with a variation, or do you want to go into studying suggestions about what type of specific regulation across the board would apply regardless of the type of message on a sign.

Trustee Glasgow said that staff has gotten a lot of direction from the Board this evening and said that he is in favor of just accepting the recommendations of the Design Commission. He said that to make having these signs a matter of right would be a big mistake of by the Board.

President Hayes asked the Board members if any of them would like to leave things status quo. No Board members would. He then asked if any Board member would like to allow electronic signs by right with some restrictions. No Board member would. President Hayes thought that leaves the Board with two options; a special use process for any and all businesses with Arlington Heights or a special use process for certain categories for business. Ms. Ward said that a special use process for certain categories will potentially cause Reid case issues, and said that a general special use process which sets out within in the kinds of limitations (lumens, locations, etc.) can be more easily drafted under Reid case. President Hayes stated that his preference would be to allow a special use process for electronic signage within the Village based on certain criteria.

Trustee Farwell asked if a special use application or permit be tailored based on zoning. Ms. Ward stated that you can make zoning district distinctions. Trustee Farwell stated that he would be open for a special use based on commercial and multi-use zoning and the variation process for other zoning areas. Trustee Glasgow disagreed and is concerned with having zoning distinctions and that it should be done on a case by case basis. Trustee Farwell said that he would be open to that if it was the will of the Board. Ms. Ward said that currently, special uses go to the Plan Commission, saying that is where the public process is but that it can be changed to go to the Design Commission.

Trustee Tinaglia said that we have to be prepared for what comes next and that the big issue is the policing of the signs and in making sure people do what they say they are going to do or don't do want they are not supposed to do. He has concerns on how to make sure that there is enough staff to make sure that things are dealt with appropriately once they are in place.

The Board directed staff to further research and draft a special use process to allow electronic signage that meet certain conditions.

President Hayes thanked the Design Commission and staff for their hard work on this, saying that there is a long way to go yet.

XIII.LEGAL

- A. An Ordinance Amending Chapter 13 of the Approved
 Arlington Heights Municipal Code
 (Addition of Class "L" liquor license)

Trustee Joe Farwell moved to approve 16-036. Trustee Thomas Glasgow
Seconded the Motion.

The Motion: Passed

Ayes: Blackwood, Farwell, Glasgow, Hayes, LaBedz, Scaletta, Sidor,
Tinaglia

Absent: Rosenberg

- B. An Ordinance Amending Chapter 13 of the Approved
 Arlington Heights Municipal Code
 (Making available a Class "A" liquor license)

Trustee Joe Farwell moved to approve 16-037. Trustee Thomas Glasgow
Seconded the Motion.

The Motion: Passed

Ayes: Blackwood, Farwell, Glasgow, Hayes, LaBedz, Scaletta, Sidor,
Tinaglia

Absent: Rosenberg

XIV. REPORT OF THE VILLAGE MANAGER

XV. APPOINTMENTS

XVI. PETITIONS AND COMMUNICATIONS

President Hayes stated that National Night Out will be held on Tuesday, August 2, 2016 at North School Park from 5:30 until 8:00 pm where the Police Department and other agencies demonstrate what they do for residents on a daily basis in terms of providing for health, safety, and public welfare.

RESEARCH

Night-time Brightness Level Recommendations for On-Premise Electronic Message Centers

Updated August 2016

PRODUCED BY:



INTERNATIONAL SIGN ASSOCIATION

INTRODUCTION

ELECTRONIC MESSAGE CENTERS (EMCs)

Electronic message centers, or EMCs, continue to grow in popularity for business and community use. You may have heard EMCs being referred to as changeable message displays or digital signs.

EMCs are *not* digital billboards, which advertise a good or service that is located away from the sign. Rather, EMCs are digital signs that are located *on the premises*, and that advertise goods and services that are available at the location.



Electronic Message Center (EMC)/on-premise sign advertising a bank that is located on the same premises as the sign

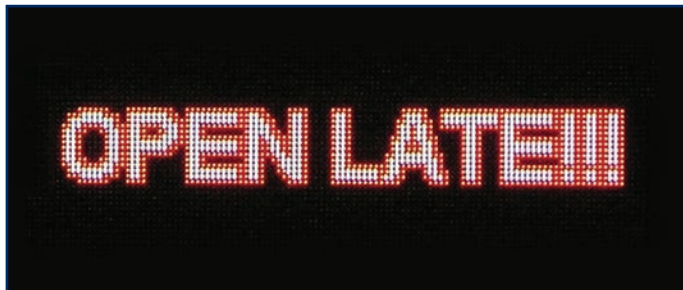


Digital billboard/off-premise sign advertising an automobile business in another location

There is often confusion regarding on- and off-premise digital signs. However, EMCs and digital billboards have very distinct capabilities and purposes, each targets a specific audience and each has traditionally been treated under separate legal and regulatory regimes, a zoning practice which was noted in the 2015 U.S. Supreme Court ruling in *Reed v. the Town of Gilbert*. For the purposes of this publication, we are focusing solely and exclusively on EMCs.

EMCs that are too bright at night can be offensive and ineffective. Night-time EMC brightness is an issue where sign users, the sign industry, and local offices have a common goal: ensuring that EMCs are appropriately legible. We know the messages that these signs convey can be rendered unattractive and perhaps even unreadable if they are programmed too bright.

That's why many sign companies recommend to their customers that in order for these signs to be most effective, their brightness be set at such a level to be visible, readable and conspicuous.



The International Sign Association (ISA) retained noted lighting expert Dr. Ian Lewin of Lighting Sciences to help the industry develop scientifically-researched, understandable recommendations for EMC brightness. Dr. Lewin was a past chair of the Illuminating Engineering Society of North America (IES), and was greatly respected within the lighting field. His work for ISA was conducted with the input of experts within the sign industry.

*As a result of his research, Dr. Lewin recommended two different brightness settings based on whether the EMC was located in an area of high or low ambient light. After field testing and utilizing Dr. Lewin's recommendations, it was determined that using the more conservative recommendation is appropriate in areas of both low and high ambient light. In order to simplify Dr. Lewin's recommendations, and to take a more reasonable approach to ensure that EMCs are sufficiently visible but not overly bright, **it is recommended that EMCs not exceed 0.3 footcandles over ambient lighting conditions when measured at the recommended distance, based on the EMC size.***

The research and the recommendations contained in this report pertain only to EMCs, not traditionally internally illuminated signs, such as these channel letter and neon signs below. EMCs use a different lighting technology than most of these types of signs, and as such the scientific approach differs.

Community leaders should understand that, while it is recommended that brightness measurements be taken perpendicular to the sign, sign viewers rarely see the sign at that same perpendicular approach. At any viewing point away from or off the forward angle, the apparent brightness will be reduced. In other words, the measurements will capture the recommended brightness levels, but, unless viewers are looking at the sign directly perpendicular, they will not perceive the brightness at the full level.

We have provided recommended statutory language and tips to measure brightness with and without control of the EMC. If you need further assistance, feel free to contact ISA, signhelp@signs.org or at (703) 836-4012 to answer any of your EMC questions.



FOOTCANDLES VS. NITS: WHICH MEASUREMENT IS BETTER?

This document recommends communities adopt illumination measurements in footcandles as compared to nits. Here are a few reasons why more than 200 localities and many state departments of transportation have adopted the footcandle measurement for EMCs:

FOOTCANDLES

- Measures illuminance
- Accounts for ambient light conditions
- Luxmeter measuring device \$100
- "Twilight" measurement possible
- Measures light impact and appearance
- Works with roadway lighting standards
- Easier to check and enforce

NITS

- Measures luminance
- Measures only the amount of brightness emitted
- Luminance spectrometer (nit gun) - \$1,000
- Does not allow adjustment based on ambient light
- Does not measure appearance
- Difficult to measure accurately
- Difficult to enforce

* While the main advantage of using nits as compared to footcandles is that daytime measurement is possible, EMC brightness is typically more of an issue at night.

EXECUTIVE SUMMARY

ISA ELECTRONIC MESSAGE CENTER NIGHT-TIME BRIGHTNESS RECOMMENDATIONS

This summary has been developed with an understanding that EMCs that are unreasonably bright are not effective for the communities or end users. This intends to help communities and stakeholders develop brightness standards for on-premise EMCs. The summary comprises:

- 1) *An overview of the importance of ensuring appropriate brightness,*
- 2) *Technology utilized to ensure appropriate brightness, and*
- 3) *Recommended brightness standards*

1. Overview of the importance of ensuring appropriate night-time brightness.

EMCs that are too bright at night can be offensive and ineffective. There are significant advantages to ensuring than an electronic display is not overly bright. These advantages include:

- » Conservation of energy
- » Increased life expectancy of the electronic display components
- » Building goodwill with the community
- » Ensuring the legibility of the display

It is in the best interest of all stakeholders to ensure that EMCs are sufficiently bright to ensure clear legibility, while at the same time avoiding a display that is overly bright.

2. Technology utilized to ensure appropriate brightness.

Most EMCs are designed to produce sufficient brightness to ensure clear legibility during daylight hours. However, daytime brightness settings are usually inappropriate for night-time viewing. The following general methods are used to dim an EMC for appropriate night-time viewing:

1. **Manual Dimming.** Using this method, the sign operator dims the display in response to changing ambient light conditions.
2. **Scheduled Dimming.** Sunset-sunrise tables allow an EMC to be programmed to dim at the same time that the sun sets and rises. This method is generally acceptable, but is more effective when used as a backup to automatic dimming controls capability, such as photocell technology.
3. **Photocell Technology.** An EMC that utilizes photocell technology can automatically dim as light conditions change. A photocell sensor alerts the display to adjust brightness according to ambient light conditions.

3. Recommended night-time brightness standards.

Dr. Lewin recommended the development of brightness criteria based on the Illuminating Engineering Society's (IES) well-established standards pertaining to light trespass, IES Publication TM-11-00. The theory of light trespass is based on the concept of determining the amount of light that can spill over (or "trespass") into an adjacent area without being offensive.

In order to simplify Dr. Lewin's recommendations, and to take a more reasonable approach to ensure that EMCs are sufficiently visible but not overly bright, **it is recommended that EMCs not exceed 0.3 footcandles over ambient lighting conditions when measured at the recommended distance, based on the EMC size.**

Email signhelp@signs.org to receive Dr. Lewin's original research.



...it is recommended that EMCs not exceed 0.3 footcandles over ambient lighting conditions when measured at the recommended distance, based on the EMC size.

RECOMMENDED LEGISLATIVE LANGUAGE



Electronic Message Center (EMC) Criteria: The night-time illumination of an EMC shall conform with the criteria set forth in this section.

A. EMC Illumination Measurement Criteria: The illuminance of an EMC shall be measured with an illuminance meter set to measure footcandles accurate to at least two decimals. Illuminance shall be measured with the EMC off, and again with the EMC displaying a white image for a full color-capable EMC, or a solid message for a single-color EMC. All measurements shall be taken as close as practical to a perpendicular plane of the sign at the distance determined by the total square footage of the EMC as set forth in the accompanying Sign Area of a Sign versus Measurement Distance table.

B. EMC Illumination Limits: The difference between the off and solid-message measurements using the EMC Measurement Criteria shall not exceed 0.3 footcandles at night.

C. Dimming Capabilities: All permitted EMCs shall be equipped with a sensor or other device that automatically determines the ambient illumination and programmed to automatically dim according to ambient light conditions, or that can be adjusted to comply with the 0.3 footcandle measurements.

D. Definition of EMC: A sign that utilizes computer-generated messages or some other electronic means of changing copy. These signs include displays using incandescent lamps, LEDs, LCDs or a flipper matrix.



SIGN AREA VERSUS MEASUREMENT DISTANCE

AREA OF SIGN sq. ft.	MEASUREMENT (ft.)
10	32
15	39
20	45
25	50
30	55
35	59
40	63
45	67
50	71
55	74
60	77
65	81
70	84
75	87
80	89
85	92
90	95
95	97
100	100
110	105
120	110
130	114
140	118
150	122
160	126
170	130
180	134
190	138
200	141
220	148
240	155
260	161
280	167
300	173

* For signs with an area in square feet other than those specifically listed in the table (i.e., 12 sq ft, 400 sq ft, etc), the measurement distance may be calculated with the following formula: Measurement Distance = $\sqrt{\text{Area of Sign Sq. Ft.} \times 100}$

HOW TO MEASURE THE NIGHT-TIME BRIGHTNESS OF AN EMC WITH OPERATIONAL CONTROL

(Note: This method can be completed by one individual, but requires operational control to shutoff the EMC)

STEP 1

OBTAIN AN ILLUMINANCE METER.

Purchase or otherwise procure an illuminance meter. Most city/county traffic departments have an illuminance meter, which are also referred to as lux or footcandle meters (lux is the metric measure of illuminance; footcandles is the English measure of illuminance). The illuminance meter must have the ability to provide a reading up to two decimal places and must be set to read footcandles. It is preferred to have an illuminance meter with a screw-mount that allows the sensor to be mounted on a tripod. A tripod ensures that the highly sensitive sensor is held perfectly still; otherwise it may be difficult to obtain an accurate reading.

STEP 2

DETERMINE SQUARE FOOTAGE.

Determine the square footage of the face of the electronic message sign (EMC) by multiplying the height and width of the EMC. This information may be available in a permit application, or can be determined by physically measuring the height and width of the EMC. Do not include the sign face square footage attributable to any additional static signs associated with the EMC (if applicable).



STEP 3

DETERMINE THE MEASUREMENT DISTANCE.

Using the total square footage found in Step 2, look up the measurement distance in the table provided in the Recommended Legislative Language on page 8, to determine the distance to measure the brightness of the EMC. The distance should be measured perpendicular to the EMC sign face. The use of a measuring wheel, laser finder or a smartphone app are the most convenient ways to measure the distance.



STEP 4

PREPARE THE DISPLAY FOR TESTING.

Ensure that the EMC is programmed to alternate between a solid white (or in the case of a monochrome display – the solid color of the display) message and a blank message. The community may require that the sign owner cooperate with testing by programming the EMC for testing upon written notice.

STEP 5

USE AN ILLUMINANCE METER TO MEASURE THE BRIGHTNESS OF THE EMC.

Mount the sensor of your illuminance meter to a tripod and orient the sensor directly towards the face of the EMC at the measurement distance determined in Step 2.

Ensure that the illuminance meter is set to measure footcandles up to two decimal places. As the display alternates between a solid white message and an “off” message, note the range of values on the illuminance meter. If the difference between the readings is less than 0.3 footcandles, then the brightness of the display is in compliance. If not, the display will need to be adjusted to a lower brightness level using the manufacturer’s recommended procedures.



STEP 6

ENSURE THAT THE DISPLAY CAN ADJUST TO DIFFERENT AMBIENT CONDITIONS.

Inspect the sign to ensure that it incorporates a photocell or other technology to ensure that the display can adjust according to ambient lighting conditions.



As the display alternates between a solid white message and an “off” message, note the range of values on the illuminance meter.

If the difference between the readings is less than 0.3 footcandles, then the brightness of the display is in compliance.

HOW TO MEASURE THE NIGHT-TIME BRIGHTNESS OF AN EMC—WITHOUT CONTROL OF THE SIGN

(Note: This method requires two individuals, but does not require operational control of the EMC.)

There will be instances where the EMC illumination needs to be evaluated to ensure that it does not exceed the brightness levels established in the municipal sign ordinance. If the municipality is unable to obtain access to the sign controls or attempting to take the measurement after business hours, this method should be followed.

Unlike the six-step process described previously, this process measures the difference in brightness between the sign in operation and when the sign is completely blocked from the illuminance meter. This procedure is extremely simple and requires only an illuminance meter and a piece of painted cardboard cut to the proper size.

STEP 1

OBTAIN AN ILLUMINANCE METER.

(See previous Step 1)

STEP 2

DETERMINE SQUARE FOOTAGE.

(See previous Step 2)

STEP 3

DETERMINE THE MEASUREMENT DISTANCE.

(See previous Step 3 or use $\sqrt{(\text{Area of Sign in Sq. Ft.} \times 100)}$)

STEP 4

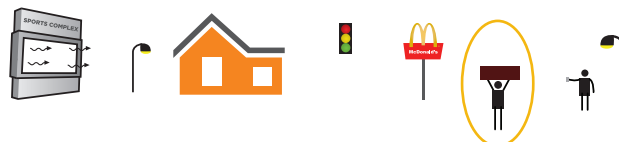
POSITION THE TESTERS.

Based on the size of the digital display, the person conducting the test should position themselves as close to directly in front of the digital display as practical, at the appropriate distance (calculated in Step 3).

A helper should position themselves about 7 ft. to 10 ft. in front of the light meter and hold up an opaque, black sheet of material that is roughly 12 in. high by 40 in. wide. (Regular cardboard painted matte black works well for this.) The sheet should be positioned so it blocks all light from the EMC, but still allows the remaining ambient light to register on the illuminance meter.

EMC Area	Measurement Distance
24 ft ²	49 ft
32 ft ²	57 ft
50 ft ²	71 ft
100 ft ²	100 ft

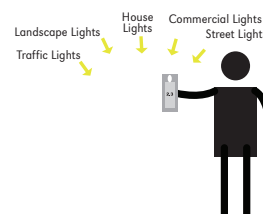
This helper should use a cardboard sheet to block the EMC light from the footcandle meter. This will establish the baseline footcandle reading.



After the cardboard block is held in place, a reading should be taken for the ambient light.

In this example, various light sources are impacting the photocell measuring 2.3 footcandles of ambient light.

This is the baseline for the measurement. Write it down.



STEP 5

USE AN ILLUMINANCE METER.

The illuminance meter should be held at a height of about 5 ft. (which is approximately eye level) and aimed directly at the EMC. The illuminance meter will account for surrounding sources of light or the absence thereof.

In this case our ambient light reading was 2.3 fc. The new light reading with the LED displaying a full white frame cannot read above 2.6 fc or 2.3 (ambient) + 0.3 (threshold). If a full white frame cannot be arranged, watch the meter to see if any ad exceeds 2.6 fc.



At this point, readings should be taken from the illuminance meter to establish a baseline illumination level. (ISA recommends that the illuminance meter is capable of levels to 2 decimal places 0.00).

Once the baseline level is established, add 0.3 footcandles to the baseline level to calculate the max brightness limit. (For example: Baseline reading is 3.15 footcandles. The max brightness level is 3.45 footcandles.)

STEP 6

DETERMINE THE BRIGHTNESS LEVEL.

Remove the opaque sheet from blocking the EMC. Watch the foot-candle meter for 3 to 5 minutes to see if the max brightness level is exceeded by any of the images on the sign. If the readings do not exceed the max brightness levels, then the EMC illumination is in compliance.

If any of readings consistently exceed the max brightness level, the lighting level is not in compliance. In this scenario, the municipality will need to inform the sign owner of noncompliance and take appropriate steps to ensure that the EMC be adjusted to a lower brightness level using the manufacturer's recommended procedures.



If any of readings consistently exceed the max brightness level, the lighting level is not in compliance.



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ELECTRONIC SIGNS - POSSIBLE CONDITIONAL REVIEW PROCESS

Prepared by the Department of Planning and Community Development
Steve Hautzinger AIA, Design Planner
February 8, 2017

HISTORY & BACKGROUND:

The Design Commission first discussed the matter of electronic signage in 2007 relative to several specific sign variation requests, all of which were recommended for denial by Staff and the Design Commission, and one request denied by the Village Board. After detailed research by Staff, the Design Commission discussed the matter again in 2008 at a kick-off meeting and then in detail in 2009, when the Design Commission recommended that the Village continue to not allow electronic LED signs. Since then, the Design Commission has discussed this matter in 2012 as part of the Visual Preference Survey and in 2015 relating to Patton Elementary School's request for an electronic sign. As a result of the 2015 review, this topic was placed on the Design Commission agenda again in January 2016.

On February 19, 2016, Mayor Hayes sent a letter to the Design Commission requesting that the Design Commission complete the following tasks for Village Board review:

- Develop a general overview of the issues related to electronic signage.
- Report on a range of general approaches regarding electronic signage.
- Recommend an approach for the Village Board to discuss this matter by early June of that year.

In response to Mayor Hayes' request, Staff and the Design Commission completed a preliminary Village-wide study of electronic signage and discussed the matter at three Design Commission meetings:

- February 23, 2016. Kick-off meeting, preliminary discussion and thoughts.
- March 29, 2016. Staff presented a survey of other communities' electronic sign requirements along with photos and videos of electronic signs from other communities for discussion.
- April 12, 2016. Review and approval of Position Statement and Recommendations.

On July 18, 2016, the Design Commission's Position Statement & Recommendations regarding electronic signage was presented to the Village Board. The Design Commission's report outlined the issues related to electronic signs which included: Arlington Heights' image, nuisance to adjacent properties, traffic safety, code enforcement, and energy consumption. The report also included the Design Commission's recommendations regarding different possible applications for electronic signs, as follows:

- Electronic LED signs should not be allowed for commercial businesses community wide. Commercial signs should be used for business identity, not advertising.
- Electronic LED signs should not be allowed for major tourism venues. However, major tourism venues represent a possible good application for electronic signs, and they should be considered on a case-by-case basis as sign variations.
- Electronic LED signs should not be allowed for schools, churches, and park facilities which are commonly located in residential neighborhoods. However, non-light emitting electronic signage technology, such as electronic ink, should be closely monitored for use in these applications.
- Electronic LED signs should not be allowed along I-90 and Route 53 due to a possible unfair advantage for businesses fronting these highways, and to avoid contributing to signage blight along these highways.
- Electronic LED signs should not be allowed at this time, but emerging technologies in electronic signs should be monitored for more aesthetically pleasing, environmentally friendly alternatives to LED signs, such as electronic ink.

Highlights of the feedback provided by the Village Board at the meeting are as follows (the minutes of the Board meeting are attached):

- Allowing electronic signs in Arlington Heights should be explored to maintain a competitive advantage and/or level playing field with surrounding communities, at least on a limited basis.
- Electronic signs may be appropriate in some applications to promote businesses, if done properly.
- Electronic signage should not be permitted by right, but a special review process should be explored.
- Concern that electronic signs may proliferate, even with a special review process.
- Concern over unintended consequences.
- Concern regarding enforcement.
- The desire of businesses to have electronic signs must be balanced with the Village's ability and duty to make the Village look good.
- Sign variations for electronic signs may be the best process in some cases, such as major tourism venues.
- Electronic ink would be a better option if it had a full color display.
- Concern about waiting for new sign technology, such as electronic ink, to become readily available.

At the conclusion of the July 18, 2016 meeting, Staff was directed by the Village Board to further research and draft a special use process to allow electronic signage that meets certain conditions.

In follow up to the Village Board meeting, Staff has met with the Metropolis Theater about a possible electronic theater marquee sign, and met with Arlington Racecourse regarding a possible electronic billboard sign facing Route 53. It was discussed that, due to the unique nature of both of these requests, sign variations will be required no matter what regulations the Village were to draft. Recently, Arlington International Racecourse submitted a sign variation application for a 60' wide x 20' tall (95' overall height) electronic billboard to face Route 53.

Staff has also completed detailed research of other communities' electronic signage standards and approval processes. The results of this research helped guide the possible standards and Conditional Review process for Arlington Heights. Some of the commonly used standards for electronic signs include restrictions on the location of electronic signs along major roads only, minimum spacing between signs, and limitations when adjacent to residential zoning districts. Common operational restrictions include minimum display change times, no flashing/scrolling/animation/video, and brightness limitations.

CONDITIONAL REVIEW PROCESS, FEES AND CRITERIA:

In accordance with the Village Board's direction to explore a special approval process for the review of electronic signs, and after review of other communities' electronic sign standards and approval processes, the following draft Conditional Review Process and Possible Standards have been prepared. Based on concerns expressed by some Board members, research and legal requirements, allowing electronic signs for businesses located along primary commercial corridors has been vetted. This approach will allow electronic signs along major commercial nodes, and will minimize nuisance concerns within residential neighborhoods. The outcome of this approach can then be evaluated, including any unintended, undesirable consequences, as well as feedback from the community.

Conditional Review Process

In all cases, it is recommended that a Conditional Review Process be required for the approval of electronic message signs. The Conditional Review Process would be similar to the Special Use process before the Plan Commission, but this process would be sent to the Design Commission with their recommendation subject to final approval by the Village Board.

Conditional Review Fees

A \$500 conditional review application fee is suggested, plus standard permit fees. Annual inspection fees are still being explored for possible in-house or outsourced brightness monitoring along with annual inspection requirements.

Conditional Review Criteria

All requests for electronic message signs would need to comply with the following Conditional Review Criteria:

- Shall not create a traffic hazard or demonstrable negative impact on nearby properties, or be detrimental to the safety of persons residing or working in the vicinity; and
- Will serve the best interests of the Village of Arlington Heights, will be desirable for the public convenience, and not merely serve to provide the applicant with a competitive advantage over similar businesses; and
- The design of the sign shall be compatible with the essential character of the locality; and
- The business must demonstrate a valid need for an electronic message sign; and
- The proposed sign will comply with the regulations and conditions specified in this ordinance for such signage, and with the stipulations and conditions made a part of the authorization granted by the Village Board of Trustees.

POSSIBLE STANDARDS:

In all cases, the following electronic message sign standards are recommended.

Electronic Message Sign. A sign on which the message, copy, graphics, or display can be changed by remote or automatic means, used to advertise a business, goods, and/or services that are available on the property on which the sign is placed.

1. **Ground signs only.**
 - a. Allowed on monument style, ground signs only, 10 feet maximum height.
 - b. Not allowed on pole mounted signs.
 - c. Not allowed on wall signs.
 - d. All other ground sign requirements per Chapter 30 shall apply.
2. **Display.** Only high resolution, full color electronic displays shall be allowed.
3. **Size.** Size standards are consistent with existing manual change bulletin board sign requirements.
 - a. Electronic message signs must be incorporated as part of a conventional ground sign which displays the business name or use, and the electronic portion of the sign shall be the lower portion of the sign.
 - b. The maximum size of an electronic message sign shall be no more than 50% of the allowable ground sign size. For commercial businesses, the maximum allowable area of a ground sign is determined on the basis of the width and posted speed limit of the public right-of-way abutting the property on which the sign is located as set forth in Chapter 30, Section 30-303.c, Table A (see below):

TABLE A

POSTED SPEED LIMIT		
WIDTH OF PUBLIC RIGHT-OF-WAY	35 MILES PER HOUR OR LESS	OVER 35 MILES PER HOUR
UP TO 66 FEET	40 SQ. FT. TOTAL SIGN AREA PER FACE	60 SQ. FT. TOTAL SIGN AREA PER FACE
OVER 66 FEET	66 SQ. FT. TOTAL SIGN AREA PER FACE	80 SQ. FT. TOTAL SIGN AREA PER FACE

4. **Quantity.** There shall only be one electronic message sign per property permitted.
5. **Spacing.** There shall be a minimum 300 feet spacing between electronic message signs on the same side of any street.
6. **Separation from Residential.** No electronic message sign shall be located within 300 feet of any residential property.
7. **Orientation.** The electronic message sign shall be oriented perpendicular to the roadway to minimize the impact on properties directly across the street from the location of the sign.
8. **Operational Standards**
 - a. Static display only. No scrolling, fading, flashing, animation, or video.
 - b. Frequency of message change. Messages must be displayed for a minimum of 10 seconds, as required by IDOT (Illinois Department of Transportation).
 - c. Brightness:
 - i. Auto-dimming photocell technology is required to adjust the display brightness based on ambient lighting conditions.
 - ii. Brightness shall be limited to .3 footcandles maximum above ambient lighting conditions at the established measurement distance based on the size of the sign (refer to formula below).
$$\text{Measurement Distance} = \sqrt{\text{Area of Sign Sq. Ft.} \times 100}$$
(Brightness restrictions are based on IESNA, Illuminating Engineering Society of North America, standards.)
 - iii. Written certification from the manufacturer is required to verify auto-dimming function, preset not-to-exceed .3 footcandles above ambient lighting conditions.
 - iv. Enforcement. Brightness enforcement shall be accomplished using a footcandle illuminance meter based on procedures as established by the International Sign Association (see attached).
 - d. Off-premises advertising not allowed.
 - e. Hours of sign operation shall be limited to the hours that the business is open, and as set forth in Chapter 30, Section 30-116 which states, "Illuminated signs located on a lot adjacent to or immediately across the street from any residential district shall be turned off at all times between the hours of 11:00 P.M. and 7:00 A.M. that the business is not in operation, unless the permittee shall show good cause to the Director of Building as to why the sign should not be turned off."
 - f. Sound not allowed.

EXPLORATION OF REMAINING OPTIONS:

Based upon feedback from the Village Board meeting, the following remaining options have been further explored.

Option 1. Allow limited applications of electronic message signage through a conditional review process:

The Village Board directed Staff to vet out options for limited applications of electronic message signage based upon practical and legal restrictions. As a result, limiting electronic message signs to specified primary commercial corridors has been explored. Due to a recent ruling by the U.S. Supreme Court regarding the Reed vs. Town of Gilbert case, there are legal concerns with restricting electronic signage by use type. In regards to major tourism venues, sign variations will be required no matter what regulations the Village were to draft due to the unique nature of these businesses.

- A. Allow by Use. Due to a recent ruling by the U.S. Supreme Court regarding the Reed vs. Town of Gilbert case, there are legal concerns with restricting electronic signage by use.
- B. Major Tourism Venues. Major tourism venues such as Arlington International Racecourse, the Metropolis Theater, and the Downtown movie theater may be good applications for electronic signage. However, it would be challenging to draft code language and to predict the possible impacts for these unique, individual electronic sign applications. Therefore, it is recommended that the review of electronic sign requests for major tourism venues be handled through the sign variation review process.
- C. Allow by specific Commercial Corridors or Overlay Districts. If electronic message signs are to be allowed, some Board members suggested to start small, allowing them in limited applications only. Allowing electronic signs for businesses located along primary commercial corridors only will allow businesses located along commercial corridors or commercial nodes to have electronic signs, and will minimize the nuisance within residential neighborhoods. This will, however, mean that schools, parks and churches will not be able to use this process since most are located in residential districts. This approach will provide the opportunity to evaluate the outcome and monitor any undesirable, unintended consequences, and to receive community feedback. Refer to the attached map titled, "Major Arterial Roads & Primary Commercial Corridors" to see the locations throughout Arlington Heights that have been identified as being primary commercial corridors where electronic signs could be allowed. Also, for an example of community feedback, refer to the attached news article titled "Palatine rejects car wash's electric sign proposal" dated 8/9/16.

Option 2. Allow by Sign Variation only.

Reviewing requests for electronic message signs via the sign variation process would allow the greatest legal control and flexibility over the amount of electronic message signs that get approved, and the applicable restrictions for each sign. Each sign would be reviewed on a case-by-case basis based on necessity, hardship, and unique circumstances. As previously stated, Staff believes this is the only viable option for unique major tourism venues.

Option 3. Monitor Emerging Technology.

Continue to not allow electronic message signs at this time, but monitor the developments in electronic sign technology for new, aesthetically pleasing, environmentally friendly alternatives to LED electronic signs.

At the Village Board meeting, several members expressed interest in the concept of electronic ink signage. Since the meeting, there has been further development in electronic ink outdoor signage relating to full color displays and climate conditions. Electronic ink mimics the look of printed ink on paper, but the message can be electronically changed. Electronic ink emits no light, and is highly readable in bright sunlight, whereas LED signs are bright and glaring. Electronic ink is also environmentally friendly with ultra-low power consumption. Electronic ink signage represents an excellent alternative to bright LED signage which requires non-stop power consumption. Electronic ink signage is an ideal option for schools, churches, and park district facilities where brightness and glare are of particular concern in residential neighborhoods.

At the Village Board meeting, there were questions about the capability of electronic ink signage to have a full color display as well as the operability of this technology in cold weather climates. Since that time, a new full-color electronic ink outdoor signage product named "Soofa Sign" has become available. Soofa signs utilize a full color electronic ink display powered by a solar panel. These signs are currently installed in Boston, Massachusetts, which has a cold climate, and they are planned for select early adopter cities across the United States as part of a pilot program. The Village of Arlington Heights has applied for the pilot program to possibly receive free electronic ink kiosk signs for testing in our Downtown as a replacement for our printed ink marketing

poster kiosks. Refer to the attached “Soofa Sign” product data. If this technology continues to develop, it represents an excellent alternative to electronic LED signage.

NEXT STEPS:

At this time, Staff is seeking feedback and direction from the Village Board on the preferred option for allowing electronic message signs along commercial corridors, the draft Conditional Review Process/Criteria, and the suggested Standards for electronic message signs. Unless objections are received, the next step will be for Staff to draft the specific ordinance for sign code modifications for electronic message signs. The Village Board should direct whether the Design Commission should review and provide input on the sign code modifications prior to Village Board approval or not.

ATTACHMENTS:

1. Major Arterial Roads & Primary Commercial Corridors Map, dated January 31, 2017.
2. Extracts from the International Sign Association report titled “Night-time Brightness Level Recommendations for On-Premise Electronic Message Centers”, updated August 2016.
3. Soofa Sign product data.
4. Electronic Signs, Design Commission Position Statement & Recommendations, approved April 12, 2016. (1)
5. Village Board Meeting Minutes, July 18, 2016.
6. Newspaper article, “Digital Billboard Plan Heads to Rolling Meadows Council”, dated May 27, 2015.
7. Newspaper article, “Palatine rejects car wash’s electric sign proposal”, dated August 9, 2016.

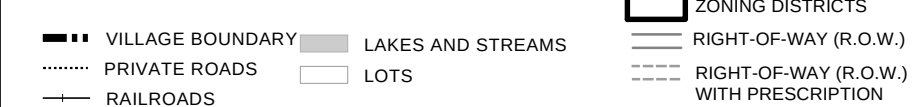
(1) If Board members would like the full report re-issued, please contact Staff.

PRIMARY COMMERCIAL CORRIDORS

[illegible]

ADOPTED BY THE PRESIDENT AND THE BOARD OF TRUSTEES
OF THE VILLAGE OF ARLINGTON HEIGHTS, COUNTY OF COOK
STATE OF ILLINOIS, BY ORDINANCE THE 21ST DAY OF
DECEMBER 1959 WITH AMENDMENTS AND MAP REVISIONS UP
TO AND INCLUDING JANUARY 1, 2016.

Disclaimer
This map is for analysis purposes only. It is not intended for navigation or location of infrastructure. The reliability of this map depends on the accuracy of its underlying data sources which have not been verified. Unauthorized duplication or distribution is prohibited.



Digital Billboard Plan Heads To Rolling Meadows Council

Posted: Wednesday, May 27, 2015 3:16 pm

Following approval by the Rolling Meadows Plan Commission to allow a new 14-ft. by 48-ft. digital billboard along Route 53 near Euclid Avenue and Rohlwing Road, in the Arlington Office Park, the matter will now go to the city council for a final vote.

The plan commission May 5 approved the request to modify city code, which currently allows billboards to be put only on the west side of Route 53.

During the plan commission meeting David Williams, president of Green Signs, presented a proposal showing how the digital sign does not glow into the neighborhood as the sign is built with hydraulic doors that reduce glare. He also said the sign will be powered by renewable energy.

"It's also very safe to operate," Williams said. "It is all done digitally, which also allows for immediate posting and we can help the city should they need to get an emergency message out right away to motorists."

Green Signs would own the sign. It would have a long-term lease agreement with Arlington Office Park also providing them with needed cash flow, Williams said.

Arlington Office Park has 103,000 square feet of office space that is only 65% occupied, Williams said. Revenue from new tenants attracted by the billboard could fund local upgrades, he added.

According to the proposal, Green Signs would pay Rolling Meadows a one-time \$50,000 permit fee for the billboard, which would sit about 1,000 feet from a residential area to the south.

The revised proposal is expected to be heard at a June Rolling Meadows City Council meeting.

APPROVED

MINUTES OF
THE VILLAGE OF ARLINGTON HEIGHTS
DESIGN COMMISSION MEETING
HELD AT THE ARLINGTON HEIGHTS MUNICIPAL BUILDING
33 S. ARLINGTON HEIGHTS RD.
FEBRUARY 14, 2017

Chair Eckhardt called the meeting to order at 6:30 p.m.

Members Present: Ted Eckhardt, Chair
John Fitzgerald
Kirsten Kingsley

Members Absent: Anthony Fasolo
Jonathan Kubow

Also Present: Ryan Dunham, Oakley Home Builders for *815 S. Burton Pl.*
Thomas & Linda Petermann, Owners of *815 S. Burton Pl.*
Jon Kee, Owner of *2214 N. Palatine Rd-Lot 2*
Sam Salahi, AP&S for *2214 N. Palatine Rd-Lot 2*
Tony Petrillo for *Arlington International Racecourse*
Kevin Clarke for *Arlington International Racecourse*
Jim Bradford, Formetco for *Arlington International Racecourse*
Scott Lovell, All Steel Structures for *Arlington International Racecourse*
Charles Perkins, Director Planning & Community Development for *AH Police Station*
Nicholas Pecora, Deputy Chief for *AH Police Station*
Marc Rohde, Legat Architects for *Arlington Heights Police Station*
Steve Blye, Legat Architects for *Arlington Heights Police Station*
Steve Hautzinger, Staff Liaison

REVIEW OF MEETING MINUTES FROM JANUARY 24, 2017

A MOTION WAS MADE BY COMMISSIONER FITZGERALD, SECONDED BY COMMISSIONER KINGSLEY, TO APPROVE THE MEETING MINUTES OF JANUARY 24, 2017. ALL WERE IN FAVOR. THE MOTION CARRIED.

ITEM 3. SIGN VARIATION REVIEWDC#16-144 – Arlington International Racecourse – 2200 W. Euclid Ave.

Tony Petrillo & Kevin Clarke, representing *Arlington International RaceCourse*, Jim Bradford, representing *Formetco*, and Scott Lovell, representing *All Steel Structures*, were present on behalf of the project.

Mr. Hautzinger presented Staff comments. Arlington International Racecourse is proposing to install an electronic changeable LED billboard sign to face Route 53. The proposed sign will be double-sided, 60 feet wide and 20 feet tall, and 1,200 sf in size. The sign will be supported on a single steel column and will be 95 feet in overall height above grade. The petitioner is proposing to use the sign to advertise events at the racecourse, as well as to sell advertising space on the sign to off-premises businesses. The messages displayed on the sign are proposed to change every ten seconds (six messages per minute). The racecourse intends to utilize approximately 2 messages per minute for racecourse advertising, which may vary during racing season (April through September) versus off-season (October through March). The remaining message slots are intended to be sold to other businesses for off-premises advertising, approximately 4 messages per minute. Therefore, the sign would be used approximately 1/3 of the time for Arlington Racecourse advertising, and 2/3 of the time as a revenue generator.

The proposed sign is prohibited by code due to: the electronic changeable display is not permitted, off-premises (billboard) advertising is not allowed, size, height, and brightness. However, Arlington International Racecourse is a major tourism venue unlike any other business in Arlington Heights, and there are eight other existing billboard signs located in Rolling Meadows that face Route 53, directly adjacent to the location of the proposed sign. Three of the eight existing billboards are electronic as shown in the 'Map and Photos' of the existing billboards. The subject site is located in a B-3 Zoning District, and there are no adjacent Residential Zoning Districts.

Mr. Hautzinger gave the following background information on electronic signage in Arlington Heights. There are two electronic message board signs existing in Arlington Heights. One is located at the Daily Herald building near Arlington Heights Road and I-90 which received a sign variation for an electronic message board sign in. The other electronic message board sign is the Village of Arlington Heights' Civic Events Sign that was installed in approximately 2004. This sign is allowed by code as an exempt Municipal sign providing non-advertising information as a public convenience per Section 30-103.

Two other electronic message board signs were installed by School District 214 without Village approvals; one at Hersey High School and Forest View School, both of which are relatively small in scale, but with no Village approval.

Mr. Hautzinger reviewed the Design Commission's Position Statement & Recommendations regarding electronic signage that was presented to the Village Board on July 18, 2016, which for all applications at that time, was recommended to not allow electronic signs. However, the Position Statement did include a statement that major tourism venues represent a possible good application for an electronic sign and should be considered on a case-by-case basis as sign variations; and another statement that electronic LED signs should not be allowed I-90 and Route 53 due to a possible unfair advantage for businesses fronting on these highways and to avoid contributing to signage blight along these highways. At the conclusion of the July 18, 2016 Village Board meeting, Staff was directed by the Village Board to further research and draft a Special Use process to allow electronic signage that meets certain conditions. Mr. Hautzinger reported that, at this time, Staff has completed research of other communities' electronic sign standards, and has prepared a draft Conditional Review Process and Standards to possibly allow electronic signs for businesses located along primary commercial corridors. He presented a map that was included in the report to the Village Board showing the recommended major arterial roads and primary commercial corridors in the Village, indicating where electronic LED signs might be allowed.

Mr. Hautzinger reviewed the sign variation criteria for granting a sign variation. The petitioner submitted a letter addressing the sign variation criteria, stating that the hardship is that for the past decade, wagering on horse races

has declined 40%, which is their major source of revenue. In response to this decline, the racecourse has changed its business model from dependency on wagering to being dependent on income derived from various entertainment events hosted every weekend from May through September as well as a schedule of trade shows, ride and drive events, and holiday events from October through April. They report that their need for advertising and marketing multiple events with a changing message sign has increased ten-fold, and currently, there is no signage on the property to advertise the multitude of events conducted there.

The petitioner's letter also states that they currently spend approximately \$100,000 per year to advertise on three electronic billboards for two weeks to promote the opening of race season in May and the Arlington Million event in August, but that this is very limited and insufficient for a year round entertainment destination to adequately promote its brand and market its events. Furthermore, the billboards are located miles away from the property and do not provide the destination reference for Arlington Racecourse.

Finally, the petitioner's letter outlines how the proposed sign will not create a traffic hazard, a depreciation of nearby property values, be detrimental to the public, or alter the character of the locality because the proposed location of the sign is remote from any residents, and there are already many static and digital billboard signs in this location along Route 53.

Staff's analysis of the petitioner's sign variation request is that Staff agrees that the Arlington International Racecourse is an important, unique, one of a kind major entertainment venue in Arlington Heights, and that their current signage is inadequate to effectively advertise the various events hosted at their facility. The proposed location for the electronic billboard sign to face Route 53 is a good choice due to the remoteness from residential neighborhoods and due to the existing context of numerous other billboards that already face Route 53 in this general location. The size and height of the proposed sign is consistent with the existing billboards along Route 53.

However, Staff feels that the justification for using the billboard the majority of the time for off-premises advertising of other businesses as a source of revenue needs to be evaluated. The petitioner reports that other major entertainment destinations in the Chicagoland market have large digital billboard signs to prominently mark their destination and market their events. Staff agrees that other major entertainment destinations have large electronic signs, but venues such as the Allstate Arena in Rosemont, the Sears Center in Hoffman Estates, and Six Flags in Gurnee all have prominent permanent signage incorporated as part of their signs to establish their destinations. It should be evaluated whether the proposed sign should include permanent "Arlington International Racecourse" as a destination reference. Staff presented a couple of concept renderings to illustrate how this could look.

Staff concerns regarding off-premises advertising are as follows:

1. Would allowing off-premises advertising set a precedent for other businesses facing Route 53 and I-90 to request electronic billboard signs on their properties?
2. If the sign is used the majority of the time (approximately 2/3 of the time) as an off-premises billboard, it will be far less effective in promoting the Racecourse.
3. Is it acceptable to have other businesses that may compete with Arlington Heights' businesses promoted on a sign in Arlington Heights? For example, an advertisement for Schaumburg Ford would directly compete with Arlington Heights Ford.
4. Would promoting other businesses outside of Arlington Heights have a negative impact on Arlington Heights?

Ideally, Staff recommends that the proposed sign for Arlington Racecourse include permanent "Arlington International Racecourse" signage on the top of the sign, and that the sign be used only for on-premises advertising which would include promoting racing events, promoting other events hosted at the facility, and advertisements for other businesses and products sold on the premises such as Ditka's restaurant, Mr. D's Sports Bar, Miller Lite, and Pepsi.

Mr. Hautzinger reviewed a summary of IDOT's (Illinois Department of Transportation) requirements for billboards that are applicable to the proposed sign as follows:

- **Size.** 30 feet maximum height, 60 feet maximum width, and 1,200 sf maximum size.
- **Display.** Static messages only. Oscillating, rotating, flashing, intermittent or moving lights are not allowed.
- **Frequency of Message Change.** 10 seconds minimum (6 messages per minute).
- **Spacing:**
 - Signs must be a minimum 1,000 feet from official traffic signs, signals, or devices and shall not obscure or interfere with a driver's view of such sign, signal, or device.
 - Signs must be a minimum 1,000 feet from approaching, merging or intersecting traffic and shall not obscure or interfere with a driver's view of such traffic.
 - Signs must be a minimum 500 feet from of another such sign structure
- **Moving Parts.** Signs cannot contain any animated or moving parts.

In addition to the IDOT requirements, Staff recommends the following restrictions:

- **Display.** The display shall be high resolution, full color. Video not allowed.
- **Brightness:**
 - Auto-dimming photocell technology is required to adjust the display brightness based on ambient lighting conditions.
 - Brightness shall be limited to .3 footcandles maximum above ambient lighting conditions at 150 feet from the sign face. (Brightness restrictions are based on IESNA, Illuminating Engineering Society of North America, standards.)
 - Written certification from manufacturer required to verify auto-dimming function, preset not-to-exceed .3 footcandles above ambient lighting conditions.
- **Sound.** Sound is not allowed.
- **Hours of Operation.** Unlimited.
- **Sign Removal.** If the proposed sign is approved, Staff recommends including a condition requiring the sign to be removed if Arlington Racecourse ceases operations (in accordance with Chapter 30, Section 30-109 "Removal of Signs for Businesses No Longer on Premises"), unless the Village approves a future request.

Options suggested by Staff are as follows:

Option 1. Approve as submitted (with restrictions as noted above).

Option 2. Require revisions to include permanent "Arlington International Racecourse" signage on the top of the sign.

Option 3. Require revisions to include permanent "Arlington International Racecourse" signage on the top of the sign and limit the use of the sign to on-premises advertising only (with restrictions as noted above).

Option 4. Deny the request.

Staff recommends Option 3, with the 11 conditions listed in the Staff report.

Mr. Petrillo said that he is the General Manager of Arlington International Racecourse and a resident of Arlington Heights for 30 years. He has been involved in the community for the past 30 years and the Racecourse has been in the Village for 90 years and has always been a good community neighbor, taking their responsibility very seriously. He acknowledged Steve Hautzinger, Charles Perkins and Diana Mikula of Village Staff, who have been fantastic to work with throughout this process, as well as Arlington RaceCourse Staff Kevin Clarke and Carol Coffee, who have

done a great job working with the Village. He also introduced Jim Bradford and Scott Lovell, who are here to answer questions regarding the proposed billboard sign and steel structure.

Mr. Petrillo commented on some of the points raised in the Staff Report. He stated that the main reason for the proposed new electronic billboard is that since 2009, revenue from racing has dropped 38%, with 70% of their revenue being derived from racing/wagering opportunities in 2009 and about 70% of their revenue today being derived from other sources of income. The proposed billboard will be a vital source of their income. They are operating on very thin margins, they have a very high tax base, and they are a very highly regulated organization that can only operate during certain times of the day and certain times of the year; they are very limited with their resources for revenue. He added that Arlington International Racecourse is a vital asset to Arlington Heights because it provides about \$1M a year in revenue to the Village and about \$300,000 a year in revenue to the Arlington Heights Library. This does not include the ancillary businesses in the Village that benefit from the Racecourse, which draws about 650,000 people a year, with about 85% of them not being from Arlington Heights, Rolling Meadows or Palatine. The uniqueness of the Racecourse, with 320 acres that touch on the border of 3 different municipalities, is unlike any other Arlington Heights business in the B-3 zoning that falls into this type of category. They are very cognizant of the position they took in selecting the proposed new sign; they want to have the least amount of impact on not only Arlington Heights residents, but Palatine and Rolling Meadows residents as well.

Mr. Petrillo also stated that the new billboard is not intended to overpower or take anything away from other businesses in the Village; they hope that businesses in Arlington Heights will utilize the new billboard with their advertising, and they will receive priority over other businesses. In addition, businesses that are part of the Arlington Heights Chamber of Commerce will receive special offers to share their advertisement with other business in the Village.

Mr. Petrillo explained that the Racecourse is one of the largest employers in the Village, with over 11,000 people employed and an additional 3,500 people earning a living by conducting independent businesses on the backstretch such as owning/training horses, and taking care of the horses. Of the 320 acres, only 160 acres are used to drive revenue; the other 160 acres are expenses that they pay for the upkeep, repair and maintenance of the property, water, sewer, gas, electric, and taxes. This is important to show that even small amounts of revenue help to contribute to sustain the Racecourse.

Mr. Petrillo explained that the new electronic billboard is not intended to be a destination sign for the Racecourse. Although it will give some identity to the Racecourse, this could be accomplished without a static sign attached to the face of the billboard through graphics and advertising. The sign will be located the furthest distance from both entrances to the Racecourse; however, using a graphic that shows and provides direction to one of the entrances is a more effective way of using the billboard to communicate to the public. He reiterated that the justification for using the billboard for off-premises advertising is that it is projected to provide 5% of their EBITA (earnings before interest taxes and amortization expenses), and the sign differs a lot from the entities referenced in the Staff Report; Six Flags, Allstate Arena and the Sears Centre. Those entities have different price structures and drive much more revenue than Arlington International Racecourse, with the price of admission into their venues being 5 times that of the Racecourse. Many of these facilities have also been given various tax breaks.

He addressed 2 main issues raised in the Staff Report: the signage on top of the sign for the Racecourse, and the ability to sell off-premises advertisement. He explained that signage for the Racecourse on top of the sign would be included in IDOT's calculation of the maximum 1200 square feet allowed for a billboard, resulting in the video board being reduced to 14 feet x 48 feet, which is a much smaller size than the other billboards along this gateway of Route 53. This would also take them out of the market as having a sellable product, and cause confusion with the Racecourse name on top of the sign and advertisement for other businesses on the video board below.

In response to Staff's concerns regarding off-premises advertising, Mr. Petrillo said that allowing off-premises advertising would not set a precedent for other businesses to request electronic billboard signs because the Racecourse is surrounded by 3 municipalities, Palatine, Rolling Meadows, and Arlington Heights, and the property

sits out there like an island, which is very unique and unlike any other business in the Village. If the sign is used the majority of the time as an off-premises billboard, it would still be effective in promoting the Racecourse because advertising content exclusive only to the Racecourse could result in people paying less attention to the sign. Mr. Petrillo reiterated that they hope businesses in Arlington Heights will utilize the electronic sign as a way to bring more people into the Village, and they feel that promoting other businesses outside the Village would not have a negative impact on the Village because any business can advertise on the adjacent signs anyway. He added that Staff indicated that Hoffman Estates and Gurnee have both reported no complaints from their local businesses.

Mr. Petrillo also explained that the Racecourse has a lot of sponsors, and it is written into their larger sponsorship agreements that the Racecourse cannot have a brand affiliation; the Racecourse cannot use their brand with any of their non-sponsor brands that compete with the sponsors at the Racecourse. Mr. Petrillo concluded his comments at this time.

Chair Eckhardt asked if there was any public comment on the project and there was no response from the audience.

Chair Eckhardt clarified that Staff is recommending approval of the sign variation request with Option 3; a requirement for revisions to include permanent 'Arlington International Racecourse' signage on the top of the sign and limited use of the sign to on-premises advertising only (with restrictions). Staff also identified certain brightness issues, changes per minute, auto-dimming, and the foot candles.

Chair Eckhardt felt the petitioner gave a compelling presentation and he was not surprised to hear about potential issues with certain advertisements on the new sign. He pointed out that the proposed new electronic changeable LED sign would be the first approved by the Design Commission; and therefore, this is a benchmark matter before the commission. He felt the location of the proposed new sign was the least disruptive, and acknowledged the trend of electronic billboard signs along this corridor of Route 53. He could support the new sign; however, he was concerned about the fact that the sign is advertising off-premises businesses. He was curious to know how much revenue the new sign could generate in a year and Mr. Petrillo replied that the projection is between \$120,000 and \$190,000 a year, which Chair Eckhardt was surprised to hear was so low.

Commissioner Kingsley thanked both Staff and Mr. Petrillo for their informative presentations. She asked what the purpose of the proposed sign is, and Mr. Petrillo replied that the primary purpose of the sign is to provide a new source of revenue to the Racecourse, as well as advertise their product. Commissioner Kingsley felt the main reason for the new sign is to advertise and make money. This is a billboard and not anything to do with the Racecourse, except that the petitioner owns the property on which the pole is located. She felt the petitioner would prefer to have nothing on the sign and to think of it as just a billboard in their backyard that raises money, and Mr. Petrillo said that this was their preference. Commissioner Kingsley felt that she represented many long-time residents in the Village who have an affinity towards the Racecourse and want to support it because it supports them; everyone wants to see the Racecourse succeed; however, she wanted to see Racecourse signage on the new sign, not just a billboard. She understood the petitioner's concerns that Racecourse signage on the sign could cause confusion because the sign is not located at the entrance to the Racecourse; however, she wanted to see the Racecourse celebrated on the new sign if the sign is allowed to go up.

Mr. Petrillo reiterated that adding the name of the Racecourse at the top of the sign causes a problem because it reduces the size of the sign and takes them out of the product line, as well as an additional cost. He pointed out the 3-foot apron underneath the billboard sign where the owner of the sign is indicated, which would give the Racecourse the opportunity to establish ownership of the sign. Their main concern is not having a usable sign for advertising and they do not want to be categorized as just a Racecourse because of the negative stigma associated with the word. In fact, he preferred not to use 'Racecourse' at all on the sign and instead use 'Arlington International'.

Commissioner Fitzgerald agreed with the direction that Commissioner Kingsley was going in. Since he has been on this commission he has never been in favor of electronic signs, never been in favor of billboards for Arlington Heights because he thinks of Arlington Heights as a nicer community than that, and felt that billboards in general did

not add anything to the aesthetics of a community. He acknowledged the existing billboard signs along Route 53, which he was not in favor of and came here tonight with an open mind, but he is opposed to off-premises portion of the sign. This is just a billboard, and if the Village allows this billboard, someone else will then get a billboard, and so on and so on. He was trying to see the hardship, but he was having a really tough time with it and did not like the selling of the billboard space. He was opposed to the new sign as currently proposed and he was opposed to the size. It is a billboard, a money-making billboard, which he understands, but once this sign goes up then someone else will want one. He appreciates that he lives in Arlington Heights, who in his mind is always trying to create exceptional standards, which is what he loves about living in Arlington Heights. This sign to him, is taking a step back.

Chair Eckhardt referred to Staff's previous exhibit showing a map of major arterial roads and primary commercial corridors. He remembered when the Design Commission saw the electronic sign for the Daily Herald adjacent to I-90, which he recommended making bigger at that time; however, that sign was only advertising the Daily Herald. Although he appreciated the petitioner's honesty about the sign request and what the sign is for, he questioned Staff where the next for-profit billboard would be located in the Village if this sign is allowed. Mr. Hautzinger referred to the map exhibit and indicated the areas along I-90 that are zoned B-2 and M-2 where other requests for electronic billboard signs could potentially be located, as well as the area further north along Route 53 where there are other possible opportunities with M-1 and M-2 zoning districts.

Chair Eckhardt questioned the intent and direction of the new electronic sign ordinance: is it to provide for advertising billboards in the Village, or is it an opportunity for businesses to advertise in a contemporary hi-tech manner. He was concerned that tonight's action might be putting the cart before the horse, although he understood the petitioner's decision to move forward before an electronic sign ordinance is created. Mr. Petrillo said that they were encouraged to go through this process, which Chair Eckhardt appreciated; however, he reiterated the importance of tonight's review. He asked if the petitioner was opposed to Staff's recommendation for Option 3; requiring revisions to included permanent "Arlington International Racecourse" signage on top of the sign and limit the use of the sign to on-premises advertising only. Mr. Petrillo replied that they could not go forward with this option.

Chair Eckhardt suggested tabling the discussion tonight until all 5 commissioners are in attendance, as it appeared as though there would not be a favorable vote tonight, since a majority vote was necessary from all 3 commissioners. Mr. Petrillo understood, but said that they are unfortunately in a position that they have an April 15th deadline; otherwise construction of the new sign cannot happen until after the racing season when the horses are gone. Chair Eckhardt asked for clarification on the percentage of time that the sign would be advertising strictly for the Racecourse versus other businesses. Mr. Petrillo explained that an ad is not bought for a certain time of day, it is sold for 24 hours a day, 7 days a week, for as long as the ad is purchased for. An accommodation could be made for certain businesses and the Racecourse to share their slate with the Village; there could be 2 slates for the Racecourse, 1 slate for the Village of Arlington and 2 slates for a business, which would result in a 3 minute rotation, which can be managed by the Racecourse.

Chair Eckhardt asked what percentage of time the sign would be used for profit, versus advertising for the Racecourse. Mr. Petrillo replied that during racing season, they anticipate approximately 2/3 of the time would be for-profit advertising and 1/3 of the time for the Racecourse and/or other. This could vary because they can control both slates of the sign; however, during the off-season, 2/3 of the time would definitely be used for-profit advertising. They anticipate the Racecourse having one slate of advertisement every minute of every day, of every week, of every month. In addition, they would offer use of the electronic sign to the Village for Amber alerts or any other type of community news the Village might want to alert residents to. Chair Eckhardt asked Staff if other communities offer this type of community activity on their billboard signs and Mr. Hautzinger replied that the communities he spoke with did not indicate whether or not they use their billboard signs for community alerts or advertisements.

Mr. Petrillo said that they were approached by a number of billboard companies to establish a billboard on their property and get paid rent for it, which would have been the easiest thing for them to do if it was approved; however,

they want to be able to control the sign and the graphics on the sign on their property. Commissioner Kingsley was concerned about how the Village would be assured that inappropriate advertising and graphics are being controlled by the Racecourse and Mr. Petrillo explained that they would control the loading of all the graphics into the system for each advertisement, as opposed to how the Daily Herald controls the ads on their sign that do not fit with their product. Commissioner Kingsley commented that there is no zoning with the Daily Herald and they are selling their ads as product. She is concerned about assurance from the Racecourse with inappropriate ads, because what is appropriate for one may not be appropriate for others. Mr. Petrillo said that he was not opposed to establishing safeguards similar to the City of Rolling Meadows' permit process for billboard signs.

Chair Eckhardt referred to a previous request from an elementary school for an electronic sign, which resulted in the commissioners struggling through three meetings and still not being able to come up with a solution. Some of the commissioners are sympathetic to the need for electronic signs, and some are completely opposed to them, and two commissioners are not here tonight.

Mr. Hautzinger said that off-premise signage is prohibited in Arlington Heights for any business, and all signage must be used to promote the goods and services offered by the business on that property. If the proposed sign is approved for off-premises, the content of the sign would be open to any advertisement; however, given that this sign is not allowed by code, if the commission felt it was appropriate, they could make a recommendation for approval with certain restrictions or conditions built in, such as a minimum 2 out of 6 messages per minute are required for the Racecourse. Mr. Hautzinger also explained that the sign code prohibits offensive and profane signage.

Based on the comments made by the 3 commissioners here tonight, Chair Eckhardt felt there would be no second if a motion was made tonight, and no unanimous approval for the variation requests. He understood the petitioner's timeline and said that a vote tonight would allow the petitioner to continue this discussion with the Village Board; however, without a recommendation for approval from this commission.

Mr. Petrillo said that if the commissioners are concerned about the proliferation of digital signs in the Village, there are a lot of variances, nuances and unique pieces to Arlington Heights that can be specifically carved out in an approval such as the property being bounded by three different communities, along with the existing Sign Code prohibitions of profanity or offense. Also, the Sign code states that if an entity ceases business, the sign would cease as well and must be removed. Mr. Hautzinger clarified that sign variations typically carry over to the next business; however, there could be a condition to prohibit a sign from continuing with the next entity. If the commissioners were to consider the petitioner's suggestion to carve out specific language for approval of this sign, it should not be done geographically by the boundaries of other communities; it should be done by the fact that this is a major tourism venue of a certain size; that is the uniqueness here. Mr. Petrillo replied that they would hope to someday be able to not rely on the revenue for this sign, and he reiterated his previous comment that some of the events at the Racecourse are like picking off low hanging fruit; this revenue is helping the Racecourse sustain its viability, help sustain its employment, help sustain revenues that are driving to the Village, etc. It has a uniqueness and importance to not just the long term viability of the Racecourse, but to the Library and the Village as well.

Chair Eckhardt asked for clarification from Staff on the Design Commission being advisory to the Village Board for sign variations. Mr. Hautzinger explained that a sign variation recommendation from the Design Commission to the Village Board is only a recommendation, and the Village Board can agree or disagree with that recommendation. The Village Board has final approval.

Chair Eckhardt asked the petitioner whether or not he wanted to table the project or move forward with a vote tonight. Mr. Petrillo asked if there was a timeframe for seeking a subsequent variation if the Village Board denies this request, and Mr. Hautzinger said there is a one year waiting period. Mr. Petrillo understood that the commissioners have high concerns over the proliferation of digital signs in the Village and will utilize this electronic billboard sign as a 'model' by which the Village will judge others on, find ways to apply this to the sign code, and determine whether or not a permit process requires a full action of the Board; however, can all that be considered in

order to be able to approve this variation tonight. Chair Eckhardt said that the first step is a motion, and he asked if the other 2 commissioners wanted to make a motion, either to approve or deny.

A MOTION WAS MADE BY COMMISSIONER KINGSLEY, TO RECOMMEND DENIAL OF THE SIGN VARIATION REQUESTS TO ALLOW AN ELECTRONIC CHANGEABLE LED SIGN FOR *ARLINGTON INTERNATIONAL RACECOURSE* LOCATED AT 2200 W. EUCLID AVENUE. THIS DENIAL IS BASED ON THE PLANS RECEIVED 1/5/17, AND THE FOLLOWING:

1. THAT THE PROPOSED ELECTRONIC CHANGEABLE LED SIGN IS A MOVING SIGN AND ANOTHER FORM OF INCOME FOR THE RACECOURSE.
2. A PREFERENCE FOR THE ELECTRONIC SIGN TO BE ABOUT THE RACECOURSE, WITH MORE SIGNAGE FOR THE RACECOURSE ON THE SIGN INSTEAD OF HAVING OTHERS BEING PROMOTED ON THE SIGN.

Commissioner Kingsley appreciated all the work that went into the sign variation request.

COMMISSIONER FITZGERALD SECONDED THE MOTION.

Chair Eckhardt asked if the petitioner was willing to only advertise the Racecourse and other philanthropic entities on this sign until such time as the matter of electronic signs can be visited by the larger bodies in the Village, to basically approve a beta which would allow a regular billboard sign along the 2 or 3 primary commercial corridors established by Staff. Mr. Petrillo said that unfortunately, the Racecourse does not allow him to make a decision that does not drive revenue on the sign that they are investing \$750,000 in, unless the timeframe was only one month. He could not agree to a timeframe longer than that.

Chair Eckhardt said that the petitioner has the right to go forward to the Village Board and make the same presentation, although the Village Board could come up with something and send the petitioner back to the Design Commission, since this is such a big issue in the Village. For the record, the petitioner has a compelling presentation with existing billboard signs all around them and the proposed sign is for the economic benefit of the Racecourse; however, he is concerned about other land owners that have the same kind of exposure who will also want a billboard sign. Mr. Petrillo pointed out the difference between the other billboards and the one they are proposing is that 99% of those billboards are leased, whereas they will own and operate this billboard, which Chair Eckhardt felt was a benefit in the petitioner's presentation, although it was not compelling enough to the commissioners tonight. Mr. Petrillo reiterated that there is a huge difference between the Racecourse and other entities.

There was no further discussion.

FITZGERALD, AYE; KINGSLEY, AYE, ECKHARDT, AYE.
ALL WERE IN FAVOR. MOTION CARRIED.

- a. 1- Letter for variation and hardship request, per Chapter 30, Section 30-802 (Page 6).

Village of Arlington Heights
Planning and Community Development Department
Steve P. Hautzinger AIA, LEED AP
Design Planner

Dear Mr. Hautzinger,

Please review our letter for variation and hardship request. Arlington International Racecourse hopes this letter along with all the other information included in this document will satisfy the Department of Planning and Community Development. Please let us know if any other information is necessary in order for the board to make their decision.

Sincerely,

Kevin Clarke

Kevin Clarke
Director of Operations
Arlington International Racecourse
2200 Euclid Avenue
Arlington Heights, IL 60005

Section 30-802 Standards. The Design Commission and the Village Board of Trustees will base their recommendation for a variation on the following facts:

- a. the particular difficulty or peculiar hardship is not self-created by the petitioner; and,

Arlington International Racecourse has been in existence since 1927 and predates all the residences and businesses that have been built in its proximity since that time. The property is owned and operated by Arlington International Racecourse is very expansive and is composed of approximately 326 acres with property borders that touches three municipalities. The location of the digital sign is completely insulated from all three municipalities and poses no inconveniences of light or visual obstructions to any resident within any of the municipalities.

- b. the granting of the variation shall not create a traffic hazard, a depreciation of nearby property values or otherwise be detrimental to the public health, safety, morals and welfare; and

Arlington has an expansive parcel of property entirely located within the Village of Arlington Heights with approximately two-thirds of its property borders adjacent to City of Rolling Meadows and the City of Palatine. The most western property line is adjacent to State route 53 which provides an excellent opportunity for advertising and promoting Arlington with a digital billboard. The north/south gateway of State route 53 currently has numerous digital billboards located to the north and south of Arlington Heights on both the east and west sides of the highway. The property owned by Arlington along state route 53 is vacant of any signage and serves as an ideal location for Arlington to construct a digital billboard without any impact on the surrounding communities. There are no residences impacted by the location of the sign not will there be any additional impact on traffic or depreciation of the property of any business in the areas as many static and digital signs exit along route 53. The distance of the sign to any commercial building exceeds that of many other digital billboards in the area.

- c. the variation will serve to relieve the applicant from a difficulty attributable to the location, topography, circumstances on nearby properties or other peculiar hardship; and not merely serve to provide the applicant with a competitive advantage over similar businesses; and

Over the last 5 years, Arlington has repositioned itself in the marketplace by remodeling its business from a “racing entity” into an entertainment destination.

For the past decade, wagering on horse races has declined 40%. The wagering activity accounted for 70% of a racing facilitates revenues. With the decline in a major source of revenue, Arlington has changed its business model from a dependency on wagering to

being dependent on income derived from consumer's discretionary entertainment dollars.

Today, Arlington competes in the entertainment market at the height of the demand for the consumers discretionary entertainment dollars offering various entertainment events every weekend from May through September and a schedule of trade shows, ride and drives and holiday events October through April. With the rebranding and redefining of its business the customer base has become much broader and the need for advertising and marketing multiple events with a changing message has increased ten-fold at the property. Currently, there is no signage on the property to advertise the multitude of events conducted on the property. To successfully promote the facility and events requires dynamic messages to the public and clearly earmarks the facility as the point of destination.

- d. the variation will not alter the essential character of the locality; and

The most western property line is adjacent to State route 53 is the location selected or the digital billboard. This location provides an excellent opportunity for advertising and promoting Arlington with a digital billboard. The location insulates the digital billboard by many acres of property the has numerous buildings and dense tree lines and is not visible to any resident of any of the three surrounding municipality, and therefore will not affect the character of the locality in negative manner. The north/south gateway of State route 53 currently has numerous digital billboards located to the north and south of Arlington Heights on both the east and west sides of the highway. The property owned by Arlington along state route 53 is vacant of any signage and serves as an ideal location for Arlington to construct a digital billboard without any impact on the surrounding communities.

- e. the applicant's business cannot reasonably function under the standards of this Chapter.

With the decline in its primary source of revenue (wagering on horse races) over the last decade Arlington has changed its business model from a wagering facility to a major entertainment and tourist destination with almost 70% of its revenue dependent its ability to compete for consumer's discretionary entertainment dollars.

Arlington is at a competitive disadvantage. There is no signage on the property to advertise the multitude of events with dynamic messages at the facility or signage that earmarks the facility as the point of destination that permits Arlington to compete on a level playing field with other major entertainment destinations in the Chicagoland market. Other major entertainment destinations have large digital marquee or billboards signs that prominently mark their destination and market and advertise events to the public.

Arlington competes in the entertainment market at the height of the demand for the consumers discretionary entertainment dollars offering various entertainment events every weekend from May through September and a schedule of trade shows, ride and drives and holiday events October through April. With the rebranding and redefining of its business, the customer base has become much broader and the need for advertising and marketing multiple events with a changing message has increased ten-fold at the property.

The current source of digital advertising is not a cost effective medium to advertising, market and promote the many events that Arlington offers each weekend. Arlington currently spends approximately \$100,000 a year to advertise on three digital billboards for two weeks, its opening of the race season in May and the Arlington Million in August. This is very limited and insufficient for a year round entertainment destination to adequately promote its brand and market its events. These digital billboards are located miles from the property and do not provide the destination reference that is necessary to adequately establish the facility as the landing point.

Sincerely,

Kevin Clarke

**Arlington International Racecourse
2200 Euclid Avenue
Arlington Heights, IL 60005**

BUYER INFO:

Attention: Carol Coffey
Arlington International Racecourse
2200 W. Euclid Avenue

Arlington Heights, IL 60005

carol.coffey@arlingtonpark.com

SHIP TO:

Attention: Carol Coffey
Arlington International Racecourse
2200 W. Euclid Avenue

Arlington Heights, IL 60005

carol.coffey@arlingtonpark.com

Quote #: 003789-01
Date: 11/01/2016

Project Name:
ARLINGTON_20mm 20'x60' back to
back

Quantity:	2
Unit Price:	
SubTotal:	
Delivery:	\$0.00
Sales Tax:	\$0.00

Total:

Formetco Representative:

Bradford, Jim
P.O. Box 535730
Atlanta, GA 30353-5730
Direct: 678-951-1158
Mobile: 770-335-9254
Fax: 1-800-239-2394
jim@formetco.com
www.formetco.com

CONFIGURATION

Cabinet Size:	19'-11.25" H x 60'-10.75" W
Live Area:	19'-11.25" H x 60'-10.75" W
Mounting:	Upright I-Beam Attachment (Signs Back-to-Back)
Construction:	Aluminum Cabinets
Trim:	None
Average Operating Amps:	24.88 Amps
Connections Per Module:	1 Unified Power and Data Connection per Tile
Service Access:	Rear Service
Approximate Weight:	9,377 lbs
Communication:	1 Year Included (billed quarterly thereafter)

PERFORMANCE GUARANTEE

Parts Warranty:	10 Years
Labor Warranty:	3 Years
Brightness Warranty:	10 Years
On-Site Technician:	1 Technician - 1 Trip, 1 Day/Trip
24/7/365 Call Center:	Included for Life
Integrated Diagnostics:	Included for Life
Secondary Redundant PC:	None
Smartlink® Controller:	Included with 5 Years Wireless Service
Redundant Data:	Included

IMAGE QUALITY

Swappable Module Pixel Pitch:	20mm Physical Pixel Spacing (RGB)
Pixel Matrix:	304 H x 928 W
Single Color Bin LED Array:	Grade A LED's No Factory Calibration Required
Brightness:	7500 NITS Shipped (Up to 10,000 NITS capable)
Viewing Angles:	140° H & 60° V

OPTIONAL FEATURES

	Included	Optional
Web Based Control & Monitoring Software:	●	
Unlimited Software Training:	●	
Advertiser Proof of Performance Reports:	●	
Webcam with Mounting Pole:	20ft Pole Assembly	
Spare Parts Kit and Secure Storage Box:	●	
256-Step Photocell:	●	
LED Backlit Imprint:		●

NOTATIONS

Payment Terms: ~~50% Down, 50% 3 Days Prior to Shipping~~
DELIVERY TO IL IS INCLUDED. *ORDER CANCELLABLE WITHOUT PENALTY IF PERMIT IS
DENIED. **TERMS: \$25,000.00 DOWN, 40% AFTER PERMITS, BALANCE AT TIME OF SHIP.

By signing this Agreement, Buyer agrees to purchase the product(s) described above according to the Payment Terms stated above and subject to the attached Formetco's Terms & Conditions of Sale. Any purchase order or similar document issued by Buyer in connection with this Agreement shall bind Formetco only to the extent such document is consistent with this Agreement and does not contain additional or inconsistent terms or conditions. Quote valid for 30 days.

Name: _____ Title: _____ PO# _____ Date: _____
Buyer's agent or representative



Formetco Digital Operation Guidelines for **Arlington International Racecourse**

The Formetco Digital Billboard System offers features which enable Billboard Operators to comply with variable ordinance requirements. Below are the methodologies in which the Formetco software is able to provide billboard operators the ability to adapt to the specific requirements within their zoning market and operate within the specific guidelines that are established for **Arlington Heights, IL**.

Global Display Settings per face - Upon initial set up into the Formetco Content Management System, each display has a dwell time feature that is set according to the Billboard Operators requirements and local hold time regulations. This dwell time dictates the duration that each scheduled message is consistently displayed. This is a global administrative setting and is only editable by the Billboard Operators Administrative level users, who are categorized as the highest level users.

The screenshot shows a web-based interface for managing billboard displays. At the top, there are five tabs: 'Profile', 'ID', 'Communications', 'Display', and 'Service'. The 'Display' tab is currently selected. Below the tabs, there are several settings:

- Dwell Time (in Seconds):** A text input field containing the value '10'.
- Total Spots For This Display:** A dropdown menu showing the value '49'.
- Zoning Information:** A large black rectangular box, likely representing redacted information.
- Advertising Restrictions:** Another large black rectangular box, also likely redacted.

At the bottom of the interface, there is a small text note: 'Items in light blue affect display operation'.

Valid art work file extension types for upload to the scheduling platform include:

JPEG, PNG, BMP, TIFF and RTD

These files types prevent the sign from displaying any content that may flash, twinkle, blink, fading, rolling, shading, dissolving or any type of animation.

Transitions between messages are instant and seamless and occur over the entire face of the sign.

Brightness – Illumination of the sign is closely monitored, each sign is preset at the factory for daytime and nighttime operating levels. A Konica-Minolta CS-100A is used to set the levels.



Calibration Sticker



CS-100A in use at factory



Example: NIT Reading of 6,590



Sign under testing, using Full White

Signs are tested at FULL White. A factory set configuration table limits the upper and lower end brightness.

(Source – Player PC Server.cfg file excerpt)



Each sign face has an onboard photocell that provides 255 brightness steps based on ambient light conditions at the face. Two independent safe guards are in place to monitor the proper brightness level of the sign. Upon loss of signal from the photocell, the sign automatically dims to the lower limit setting. If the control system for the face loses framing data from the player PC, the sign goes dark based on a configuration timer. This is typically set at 10 minutes.

Post installation, a technician will verify the ambient light conditions applicable to the local ordinance. An Extech light meter is used to verify the night time ambient conditions. Typical factory settings provide for less than a 0.3 foot candle measurement at distances appropriate for the signs square footage. Brightness levels can be remotely adjusted as needed. The brightness for every digital billboard is calibrated at 0.30 foot candles over ambient light as measured from 150 feet from the sign face.

In addition to the above mentioned software/firmware precautions that monitor the brightness settings, onboard diagnostics alert operators to system problems via email notification. A redundant player PC provides for continued proper operation of the sign in the event that a failure is detected with the primary player PC. The system will also be equipped with a remote controllable power control relay that enables operators to remotely shut all power down to the face.

- g. 1 - Sample of major sign materials including colors, textures and finishes being proposed on an 8.5" X 11" material board.

PDF OF SIGN MATERIAL INCLUDED: FTX DIGITAL BILLBOARD.PDF

SAMPLE MATERIAL LIST*

1. Petitioner Name: Arlington International Racecourse
2. Date: 12/1/16
3. Project: LED Billboard Arlington International
4. Location: Free standing

Steel Billboard on

Backstretch

LED Sign: RGB indicators with black aluminum frame

Steel Structure: Black steel pole and frame 95' height of sign

Signage: LED 20mm Physical Pixel spacing

- h. 1 - Completed application form (Page 5), including signatures and \$300 fee. (Check shall be made out to: The Village of Arlington Heights)

SUBMITTED WITH APPLICATION 12/1/16

- i. Notification to property owners/taxpayers of record within 100-feet, Section 30-804a (Page 8) no less than 7 days prior to the meeting. Affidavit (Page 11), list of property owners and receipts of certified mailings must be submitted to Staff 7 days prior to meeting.

ALL SURROUNDING PROPERTY PINS HAVE BEEN IDENTIFIED. WE HAVE LETTER PREPARED AND WILL SEND OUT CERTIFIED LETTERS TO ALL OWNERS WHEN HEARING DATE HAS BEEN SCHEDULED.

- j. Sign posting requirement, Section 30-804b (Pages 8 & 9), no less than 15 days prior to the meeting. Affidavit (Page 10) and photograph of sign installed at site must be submitted to Staff 15 days prior to meeting.

ARLINGTON WILL INSTALL THE SIGNS ONCE THE HEARING DATE HAS BEEN ESTABLISHED.

- k. Electronic (pdf) files of items a thru f.

DIGITAL DOCUMENTS FOR ALL ITEMS LISTED IN APPLICATION CAN BE FOUND ON USB THAT WAS SUBMITTED WITH APPLICATION.



The industry's most advanced and power efficient digital billboard.

FORMETCO®

POWERED BY **AdTech**

Formetco's History in Outdoor Advertising Innovations

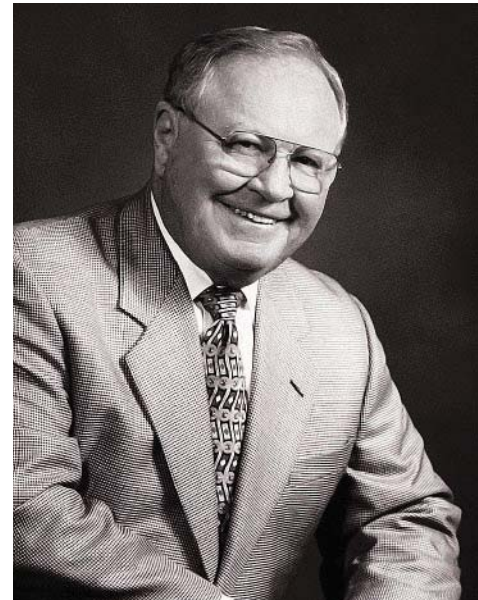
At Formetco, each aspect of developing, marketing and selling a product is connected and collaborative. Formetco's approach to innovation, "Innovation Intersection", connects employees with inventors, engineers, designers, suppliers, entrepreneurs and customers throughout the innovation process. To us, outdoor advertising goes beyond new product development; it's our history.

Formetco was founded in 1969 as a metal billboard poster panel supplier. By listening to the needs of the industry, Formetco's product line grew to include bulletin faces, safety equipment, posting supplies, scaffold, lighting, timers and nearly 1,500 other specialty outdoor advertising products. Formetco created a legacy of quality and innovation on every product that has been designed and built over the last 45 years.

In 1997 Ad-Tech was founded and rapidly became the world's leading supplier of Tri-Face signage. By 2002 Ad-Tech had captured nearly 85% of all US Sporting Facility Tri-Face business. Ad-Tech then partnered with Formetco to market their products to the outdoor advertising industry and quickly became the number one supplier of Tri-Face Billboards globally.

In 2006 Formetco purchased Ad-Tech and its Research and Development operation in Minnesota to focus on both companies' growing digital signage divisions. Formetco's engineering team has designed and engineered generations of LED modules and cabinets along with both the operating platform and scheduling system for all of our LED Message Signs and LED Digital Billboards.

The company now has 110 employees with offices in Atlanta and Minneapolis. Formetco has over 250,000 square feet of manufacturing facilities just north of Atlanta, Georgia along with our 24/7 365 days a year support team.



FOUNDER: LAWRENCE GARRETT

1975

Formetco expanded product lines to include a greater number of outdoor supplies and accessories.

1996

Transitioned from traditional hand painted billboard to high quality digital printed signs.

2005

Entered into LED digital sign market as one of the first LED digital suppliers to the Outdoor Industry.

1969

Founded as a metal fabrication company with the goal to service the outdoor advertising industry.

1989

Began offering hand painted signs with custom structures and became recognized for service and reliability.

2001

Ad-Tech developed the world's most reliable Tri-Face display.



FORMETCO'S CORPORATE OFFICE - DULUTH, GEORGIA

2010

Expanded LED product line to include LED Message Signs and began targeting sign shops.

2012

Began expanding sales to markets outside of the United States.

2015

Launched the industry's first fanless LED digital with a 10 year brightness warranty.

2006

Acquired Ad-Tech International and all patents to begin expanding focus on LED digital signage.

2013

Expanded LED product line to include portable screens, scoreboards and custom solutions.

THE RESOLUTIONARY FTX SERIES DEPENDABLE MODULE

We wanted the impossible: deliver brighter pixels and reduce power consumption without compromising image quality.

We surpassed our own objectives by engineering the most strikingly dependable billboard module yet—with even greater life.

Most Energy Efficient LEDs Available

More energy-efficient LEDs reduce overall power consumption while maintaining our high standard of display quality.

Umbrellaed Louvers

Louvers positioned directly above the LED diodes deflect sunlight and rain from contaminating and interfering with the image generated by the FTX module.

Unified Power and Data Cable

Power and data are brought together to a bi-directional single junction point, reducing potential connection failures by 50% over designs that require additional cables.

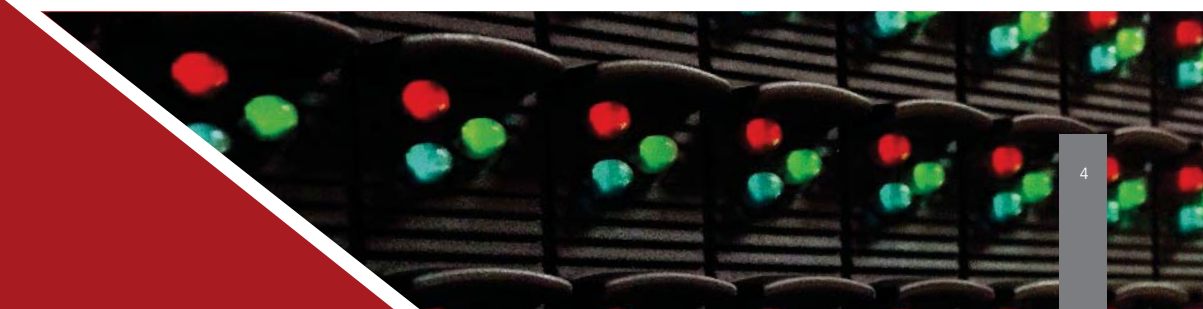
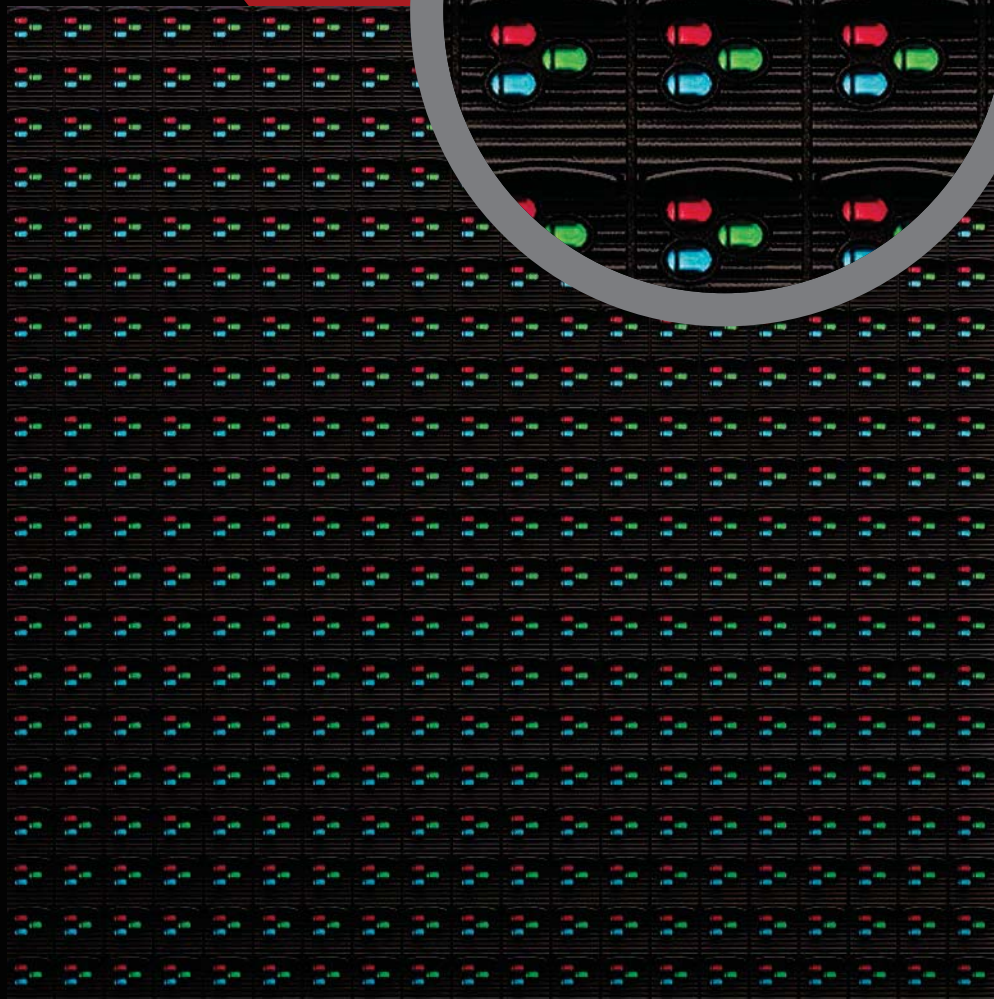
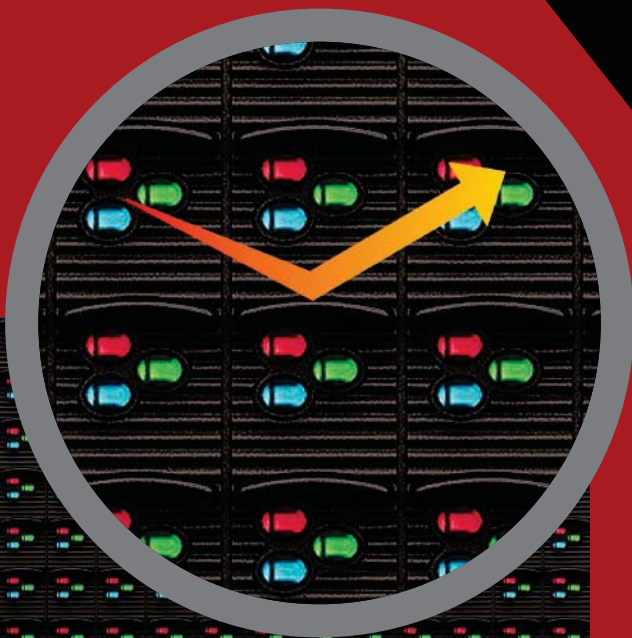
Screw Seal Cap

Designed to neutralize corrosion, moisture, and contamination issues. Our Screw Seal Cap locks the unified power and data cable in place preventing infiltration of dirt, water, and other damaging substances which could create a product failure.

Accessibility in Mind

The FTX module is designed with operations in mind with simple quick change front and rear access.





THE MODULE DESIGNED TO ELIMINATE FAILURES

The FTX module offers the highest level of protection against Mother Nature's harshest elements. Environmental cooling eliminates the need for fans.

IP67

Rated for total protection against dust and temporary submersion. Fully encapsulated with a sealed cap for maximum protection and dependability.

30 Years

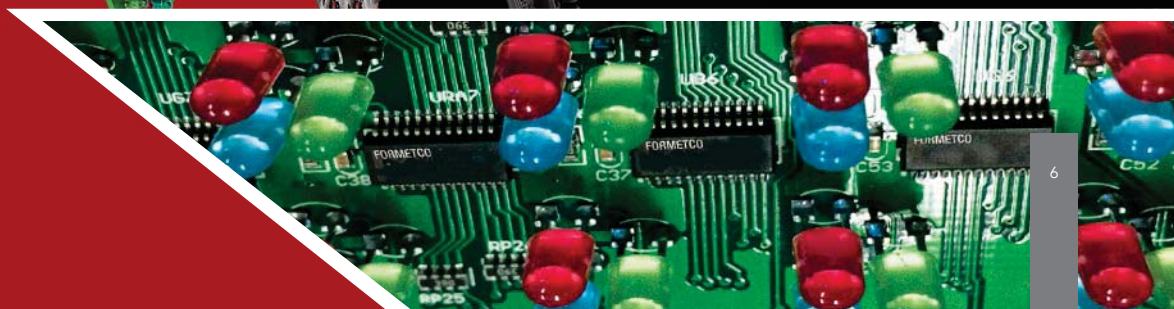
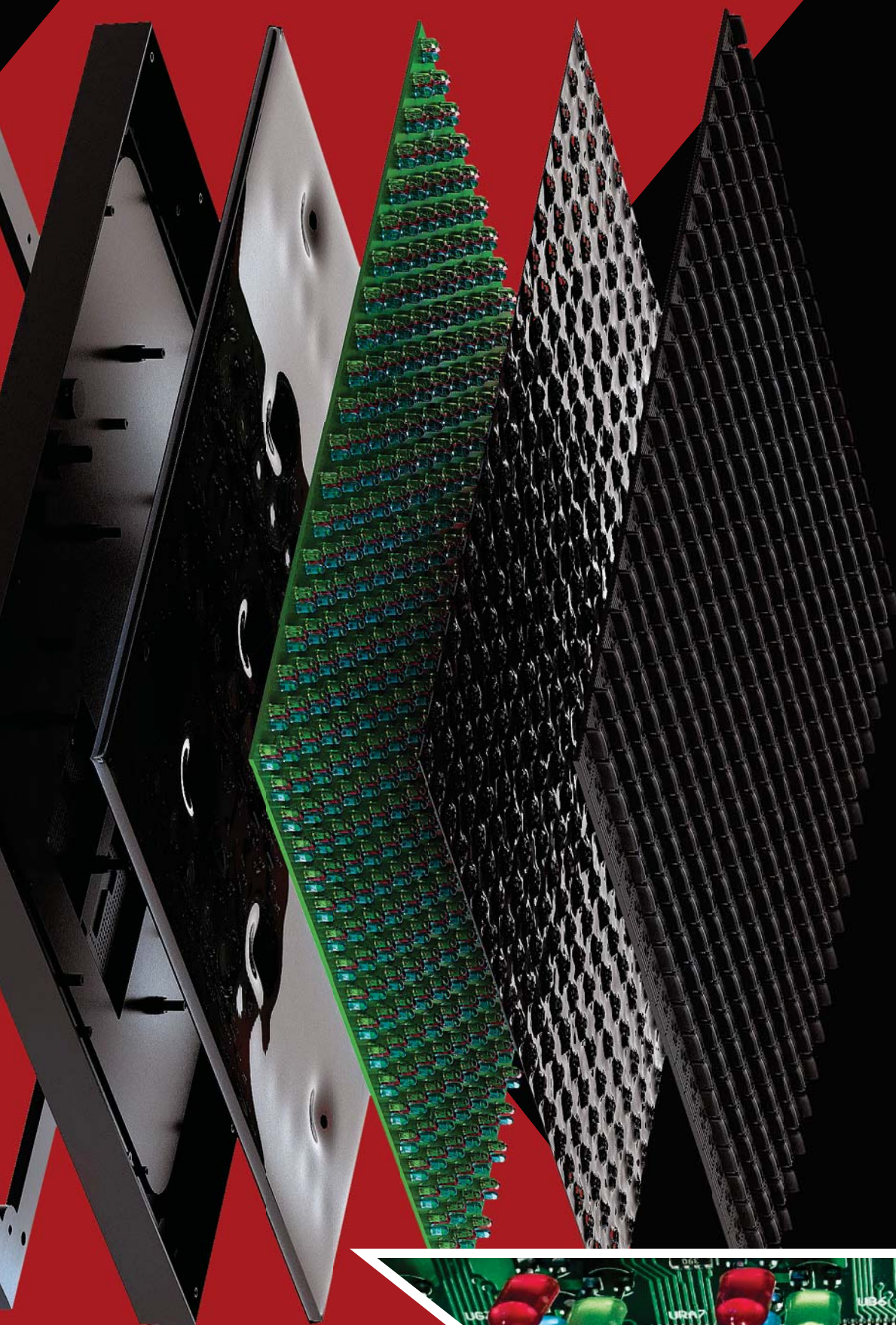
Formetco has identified the market need for a 30-year digital billboard. Often a message sign owner's lease is much longer than the useful life of the traditional billboards. Replacing a sign can be costly or entirely impossible after zoning changes. Formetco's FTX system offers a cost effective means for LED module replacement, with a common LED module size from 20mm to 10mm pixel pitch. This allows you to transition from a 20mm to a 16mm pitch.

IP67

Dust tight - totally protected against dust, complete protection against human contact.

Protected against the effects of temporary submersion in water. Test requires 30 minutes at 1 meter depth.





DRAMATIC COLOR DEPTH, CONTRAST AND IMAGE CLARITY

Natural shades of colors – just the way you want them. Hard-to-reproduce reds, aqua blues, emerald greens and truer whites that are displayed beautifully.

True

100% true single bin LEDs provide unmatched factory direct color uniformity.

Zero

Zero factory calibration required due to the utilization of true single-bin LEDs.

16-bit

16-bit drivers used to accurately deliver higher color depth.

Pitch

Pitch availability in 10mm, 16mm, and 20mm pixels.

Calibration

Calibration of each module aligning it with surrounding modules is swift and remarkably accurate.

FTX Module Available Pixel Pitches

10
mm

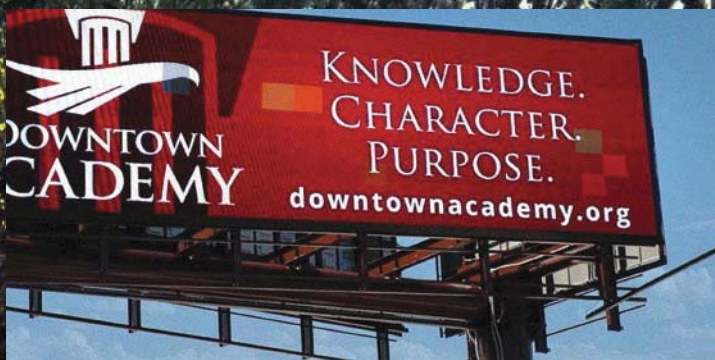
16
mm

20
mm

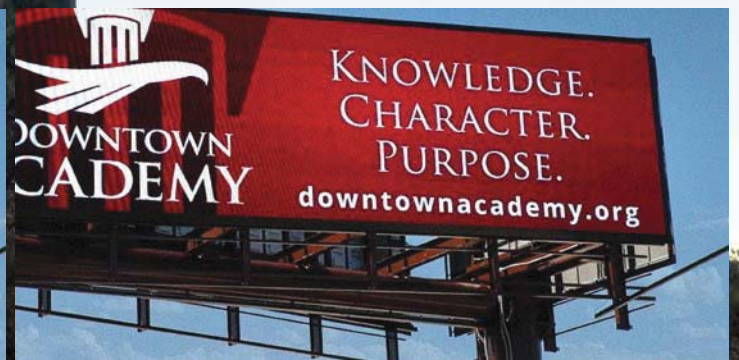




FTX Remote Calibration



Uncalibrated



Calibrated



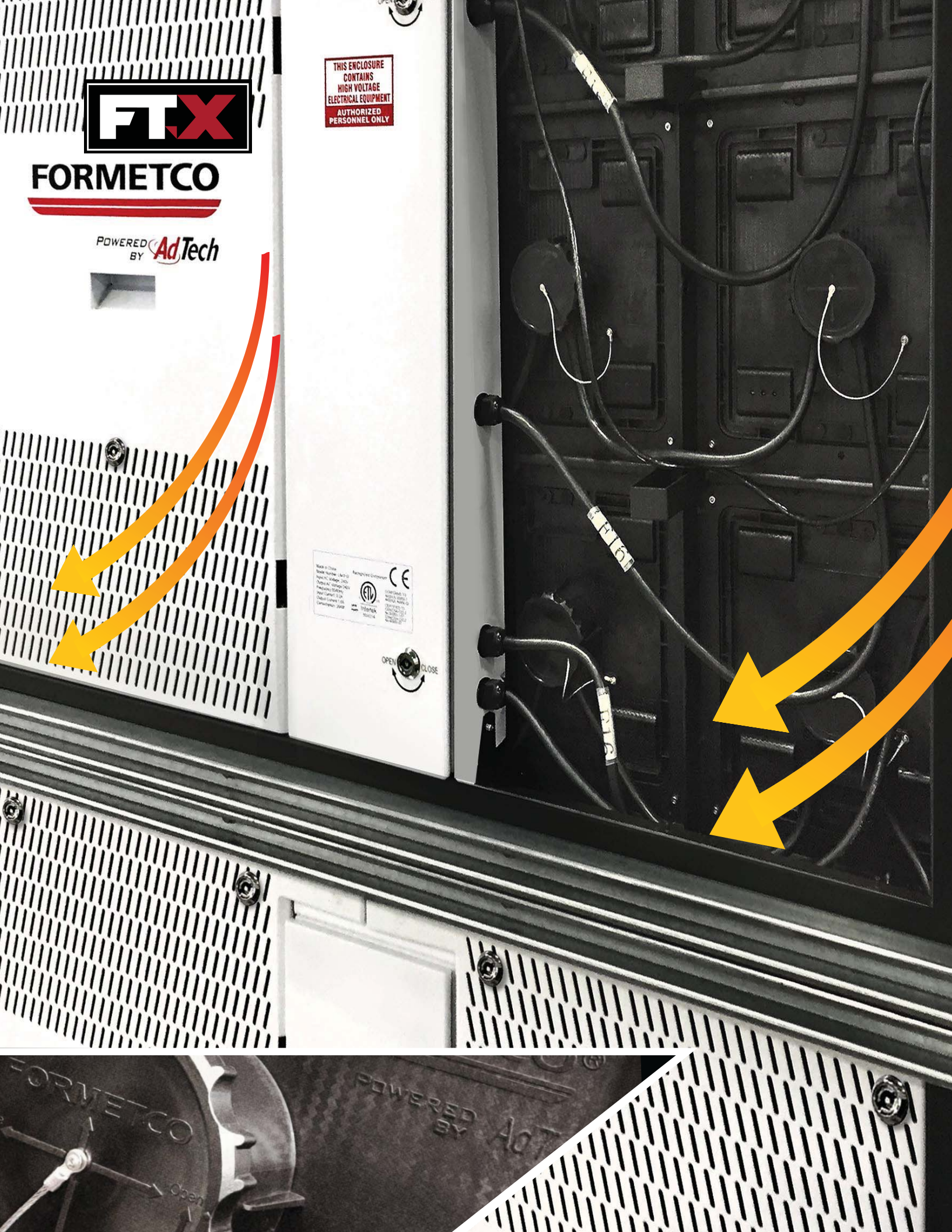
FORMETCO

POWERED BY **AdTech**

THIS ENCLOSURE
CONTAINS
HIGH VOLTAGE
ELECTRICAL EQUIPMENT
AUTHORIZED
PERSONNEL ONLY

Made in China
Model Number: FMT-10
Input AC Voltage: 240V
Output Voltage: 100V
Rated Power: 100W
Rated Current: 1.0A
Compliance: CE, RoHS
CE mark and other regulatory symbols.

OPEN CLOSE





ENGINEERING MADE IT THINNER. INGENUITY MADE IT SIMPLER.

The FTX is engineered to provide the longest useful life, simplest service access and lowest power consumption resulting in the lowest cost of ownership of an LED digital billboard. The FTX is housed in a remarkably thin 5.9" cabinet.

5.9" Ultra-slim cabinet design designed for future upgrades.

5x Power supplies are rated for 5 times longer life than traditional LED billboard power supplies.

7.75 lbs Every square foot of the FTX equates to an impressively light weight.

100% Environmentally cooled modules extend life expectancy and reduce power consumption.

Dual Front and rear access for simple service and installation.

Upright Mounting No spreader bar or horizontal stringers required. Clamps directly to the uprights. The modular cabinets require smaller cranes, can be installed in high wind, and allow easy offloading. Two 14'x48' bulletins can be shipped on a single flatbed.



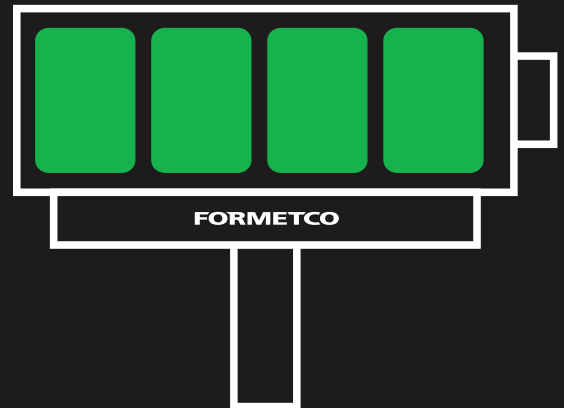
Advertising Content
Design affects power cost – White is produced by turning on the red, green and blue LEDs. Total power is directly affected by the colors used in the advertising content.



LED Screen Brightness
Like any other light source, there is a direct relationship between brightness and power consumption. The brighter the LED screen, the more power the unit uses.



Efficiency of the Power Supply System
Power supply efficiency is measured by the ratio of the incoming AC current to the converted DC current needed to power the LED. The FTX uses a very efficient power supply system that reduces heat, reduces power lost and improves system life and reliability.



The most energy efficient
billboard design.



LED Efficiency

LED efficiency is measured by the ratio of light output to power input to the LED. The more light the LED produces while simultaneously consuming less power, the more efficient the LED. The FTX uses highly efficient LEDs that produce less heat, operate cooler, and last longer.



Thermal Management

This is how heat is dissipated to keep the LED screen operating within an optimal temperature range. Formetco's innovative design eliminates the need for high consumption cooling fans which can use up to 20% of the total power to the Digital Billboard.



Dimming to Ambient

Light Levels A photocell automatically adjusts the brightness of Formetco's LED Digital Billboard based upon the ambient light level at the LED Digital Billboard face.

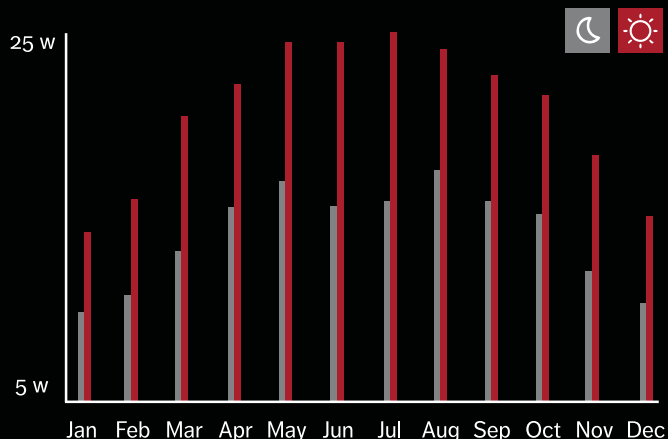
THE FTX ACHIEVES THE LOWEST POWER CONSUMPTION OF ANY DIGITAL BILLBOARD

The FTX sets a new precedent for digital billboard energy consumption, by utilizing the most energy efficient components across the board.

Estimated Monthly Electrical Cost:*

Size:	FTX:	Industry Average:	10-Year Savings:
14' x 48'	\$ 217	\$ 293	\$ 9,120
10'6" x 36'	\$ 123	\$ 167	\$ 5,280
Poster	\$ 73	\$ 99	\$ 3,120

Estimated Electrical Consumption:*



FORMETCO'S DIGITAL PRODUCT ASSURANCE

The FTX is backed up by more than just premium engineering, it also is supported with the ultimate peace of mind. We build on that by backing it up with Formetco's performance assurance.

Industry's Premiere 10 Year Brightness Warranty



BACKED BY FORMETCO'S
PERFORMANCE ASSURANCE

We want to ensure that you have the same quality for the life of your LED billboard. We can gradually increase the NIT output of the LEDs to the maximum 10,000 capability, which maintains a consistent brightness level verifiable with an NIT gun.

Personal Peace-of-Mind Coverage

5 Year Standard parts warranty coverage.

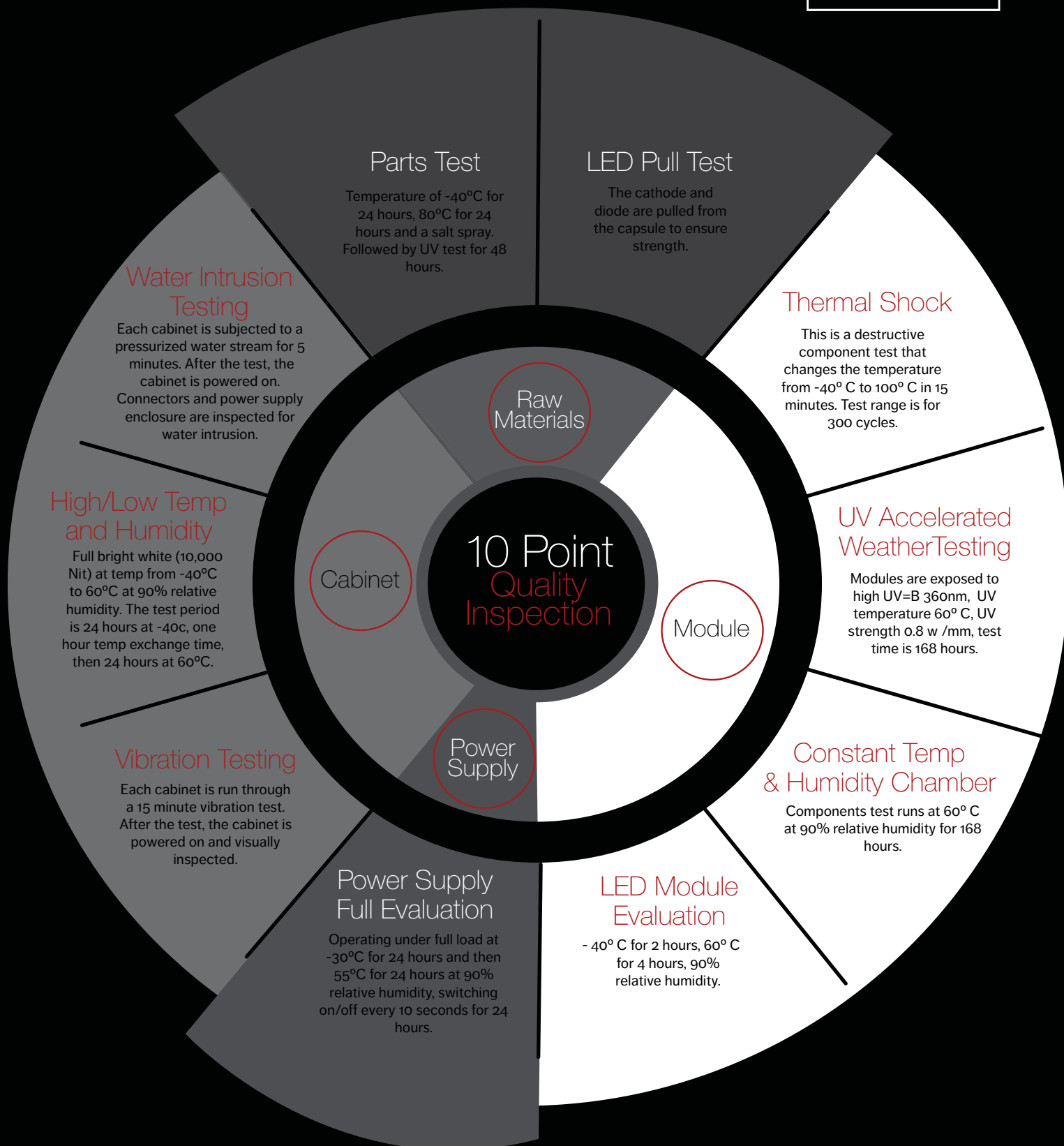
1 Year Standard on-site labor coverage with a Formetco trained technician.

365 Days Year round field ready technical support, including weekends and holiday coverage.

24 Hour Trained call center to get you the support you need.

10 Years Genuine Formetco FTX parts availability 10 years from the date of last model shipped.

Multiple Additional parts and labor warranties available upon request.





Continuous Diagnostics and Monitoring



Intelligent Safeguards

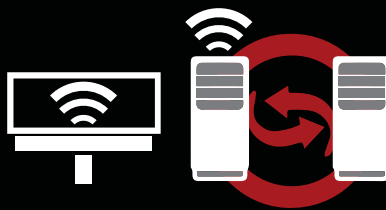
Without



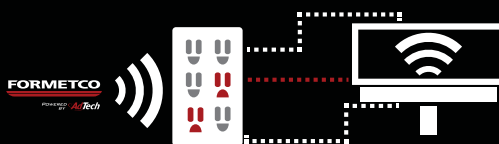
With



Redundant Signal Data - Using bi-directional signal cables the FTX assures your digital billboard will retain maximum readability in the event of a signal loss.



Secondary Stand-By PC - In the event of a PC failure, the secondary PC immediately connects to the Formetco server to download the latest schedule and sign content. At around 60 seconds the display is back up and running with current schedule, including real time data files. A diagnostic alert is generated informing you the secondary PC has taken over and the sign is functioning normally.



The CPS 100 - An intelligent power switch designed by Formetco. Every FTX Digital Billboard has a CPS100 installed. The unit has outlets that are uniquely programmed based on their function. The PC sends data to the CPS100 periodically as a keep-alive signal. If the signal is not received, the CPS100 power cycles the unit that has not responded.



SmartLink® Integration - Designed to remotely control and monitor display power, the SmartLink provides a bidirectional communication path to Formetco's digital billboards. Its remote shutdown and startup feature is useful during inclement weather, such as a hurricane, or to comply with local ordinances and it saves outdoor operators money by eliminating service visits to restore lost communications offering a faster ROI for outdoor companies.

The Industry Xperts

Formetco's Digital Campus

Formetco engineers and builds all of our LED digital product lines from our Digital Campus. Along with our Digital Monitoring Center, service team and mission control all of your digital sign projects are managed by trained professionals.



It is not uncommon for our customers to bring their customers to tour our facility, to learn more about the benefits of Digital Outdoor. We are located just 20 minutes north of Atlanta, Georgia making it a convenient trip for most.

We offer on-site training and support directly from our facility or remotely via a webinar.

Financing Options

Typically, financing an LED digital billboard is a non-traditional loan, and often complicated or misunderstood by traditional lenders. Formetco offers exclusive financing options. We understand the LED digital billboard industry, and offer a wide range of customized leasing or financing options.
www.formetco.com/financing.

Formetco's Pro-Services

In addition to a great looking LED screen, we offer assistance to ensure your content is on-time and looks great. Our pro-services packages are custom tailored for various sized organizations. A team of highly skilled professionals offer out-of-the-box concepts and reduces your organization's overhead.



Permitting & Zoning Support

Determining if your location is eligible for a digital billboard is the first step in the process. If you need permit guidance, Formetco has relationships with permit experts in your area that can make the process painless. Your Formetco representative can help you with a library of industry support documents, studies, and strategies to help you through the process. We regularly attend zoning meetings at billboard locations at night to explain and measure brightness, to show either for zoning code development or code compliance the effect of the light generated from a digital billboard. Formetco representatives can support your zoning meetings with light studies of your location, safety studies and Emergency Alert Information such as Amber Alerts and Critical Weather Alerts.

Ground Leasing Support

When you have questions such as "What are common practices," and "What is the best approach," your Formetco sales representative has the answers for you.

Site Survey

You have put a lot of work into getting your permit and lease, therefore, make sure that you are putting up the digital billboard that best fits your location. There are many factors in determining what you put up. Your Formetco representative can do a site visit to help you determine structure height, display size, display resolution, and angle of read.

Industry Resources

When it comes time to construct your digital display, just sit back and relax. Formetco has worked with the industry's top fabricators and installers for nearly half a century. We can connect you with billboard attorneys, installers and fabricators. If you need someone to sell the space, Formetco can introduce you to the best independent sales agents in your area.

Project Management

Coordinate project from order to power up of display. Coordinate efforts from engineers to fabricators to installers.

Ad Sales Training & Support

- Customized Ride Sheets
- Sample Sales Contracts
- OAAA Posting Calendar
- Creative Guidelines
- Customized Sales Presentations
- Rate and Occupancy Sheets
- In person sales training

Digital Recycling Program

We are there with you every step of the way. From selecting the right product to responsibly disposing of older digital billboards.





Formetco XD™ Mobile Companion App

Formetco XD connects you with digital outdoor like never before. View training videos of your Formetco digital billboards. Browse a library of digital billboard artwork. Monitor your digital billboard's status remotely. Design and share ride comps and access a library of additional resources and tools designed to bring a personal experience to digital outdoor. www.formetco.com/xd



FORMETCO®

POWERED BY **AdTech**


ONE SOURCE OUTDOOR



Connect With Us:

Sales and Customer Service:

Toll Free:	(800) 367-6382
Northeastern USA:	(678) 951-1158
Southeastern & North Central USA:	(678) 951-1118
Midwestern USA:	(678) 951-1156
Western USA:	(770) 476-7000
Puerto Rico:	(678) 951-1118
Outside the USA:	+001-770-476-7000

Technical Support and Service:

24 Hour Service Line:	(800) 204-4386
-----------------------	----------------

Email:

sales@formetco.com
service@formetco.com

Web:

www.formetco.com/FTX

Corporate Address:

Formetco Incorporated
2963 Pleasant Hill Road
Duluth, GA 30096 USA

Social Networks:



FORMETCO®

POWERED
BY **AdTech**

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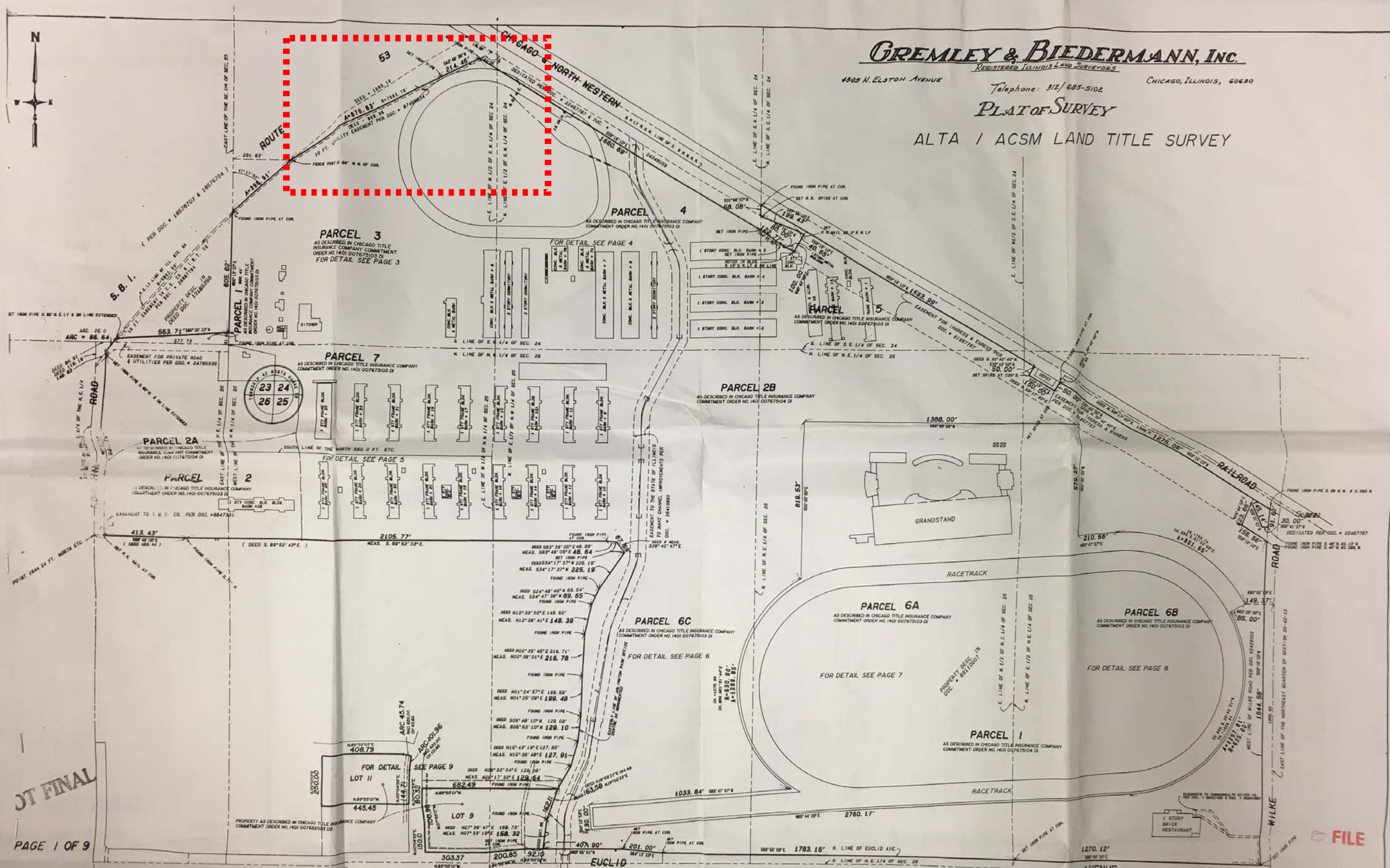


GREMLEY & BIEDERMANN, INC.
REGISTERED ILLINOIS LAND SURVEYORS

1505 N. ELSTON AVENUE Telephone: 312/695-5102 CHICAGO, ILLINOIS, 60680

PLAT OF SURVEY

ALTA / ACSM LAND TITLE SURVEY



NOT FINAL

PAGE 1 OF 9

971853

DATE: SEPTEMBER 10, 1977

BY: JONES, DAY, REAVIS & POGUE

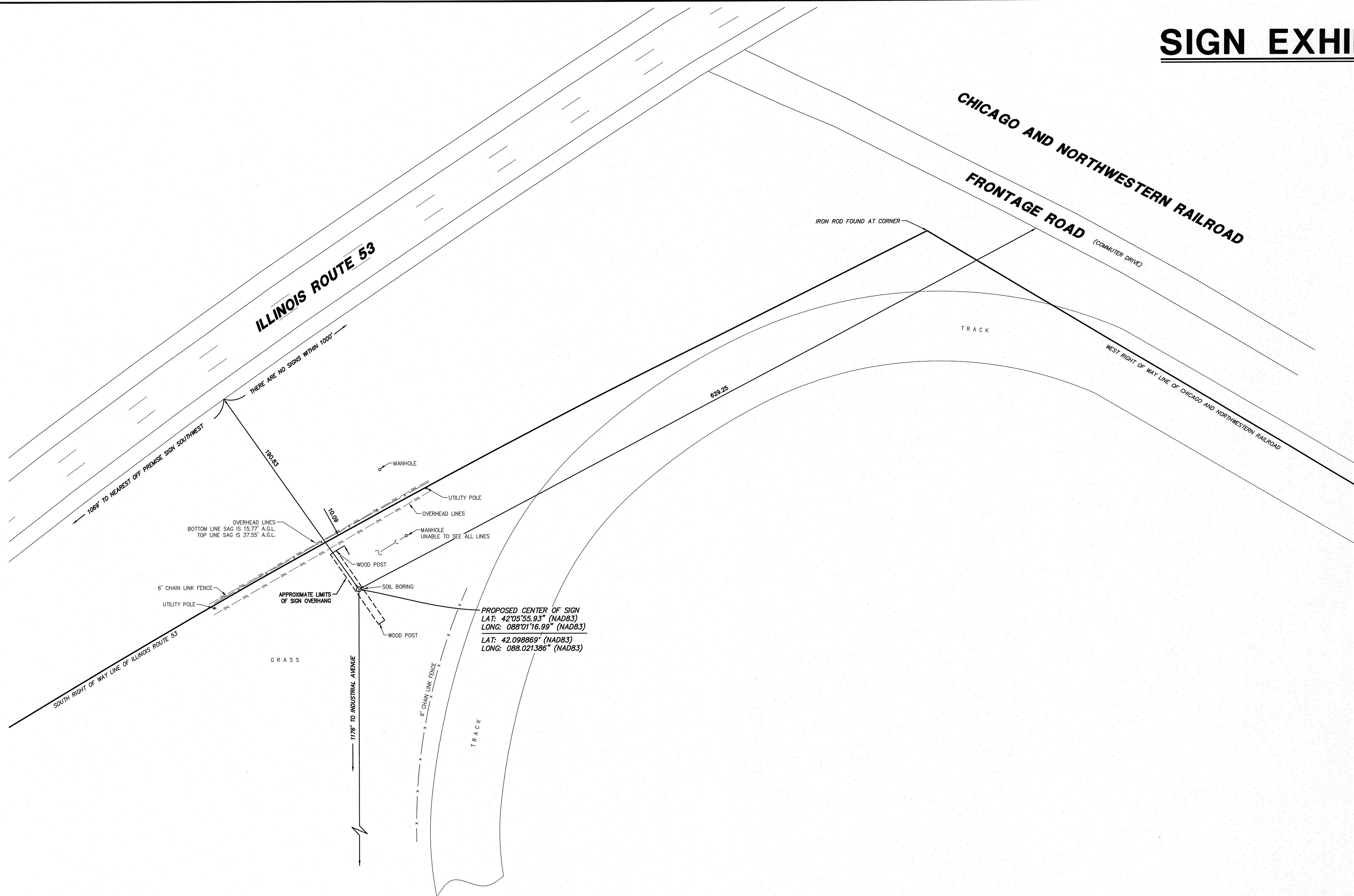
DISTANCES ARE MARKED IN FEET AND DECIMAL PARTS THEREOF. COMPARE ALL POINTS BEFORE BUILDING. BY SAME AND AT ONCE REPORT ANY DIFFERENCES BEFORE DAMAGE IS DONE.
FOR EASEMENTS, BUILDING LINES AND OTHER RESTRICTIONS NOT SHOWN ON SURVEY PLAT REFER TO YOUR ABSTRACT, DEED, CONTRACT, TITLE POLICY AND LOCAL BUILDING LINE REGULATIONS.
NO DIMENSIONS SHALL BE ASSUMED BY SCALE MEASUREMENT UPON THIS PLAT.
© GREMLEY & BIEDERMANN, INC. 1988 ALL RIGHTS RESERVED

NOTE: DOC #85098144 & 24993673 ARE NOT LEGIBLE.
SUBJECT TO EASEMENT FOR WATER SYSTEM PER DOC # 24785937 (NOT PLOTTABLE)
TERMINATED BY DOC # 25848464 & DOC # 25393991
SUBJECT TO UTILITY MAINTENANCE AGREEMENT PER DOC # 89162489
NOTE: DOC # 17041070 NOT LEGIBLE
SUBJECT TO RIGHTS OF THE NORTH SHORE ELECTRIC CO. PER DOC # 357080 & 357083

PROPERTY IS WITHIN SPECIAL FLOOD HAZARD AREA ZONE A1 & A3 (AREAS OF 100 YEAR FLOOD) AND ZONE X1 (AREAS OF 500 YEAR FLOOD) AND ZONE X2 (AREAS OF 1000 YEAR FLOOD) AS PER FLOOD INSURANCE RATE MAP V.L. 1-10-77 OF THE FLOOD INSURANCE RATE PANEL MULTIPURPOSE DDD B MAP REVISED MARCH 1, 1984

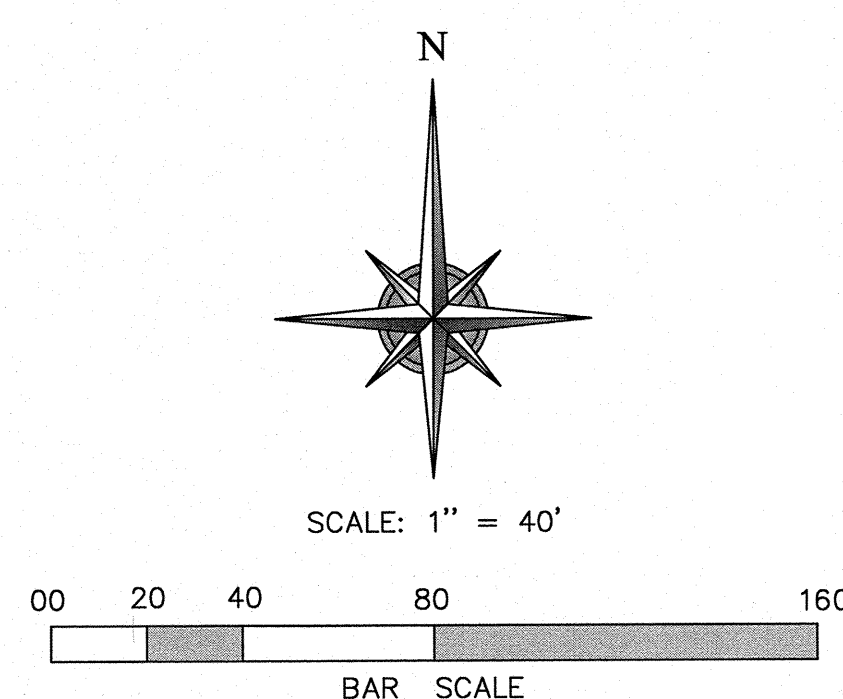
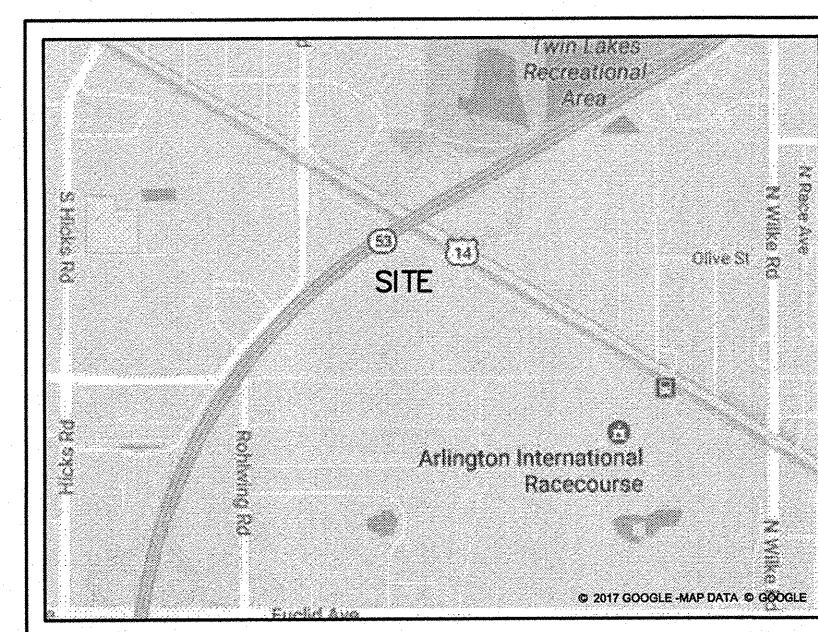
FILE
RECEIVED
DEC 21 1978
PLANNING & COMMUNITY DEVELOPMENT DEPARTMENT

SIGN EXHIBIT



L E G E N D

	PROPERTY LINE		TYPICAL SIGN		UTILITY POLE
	CENTER LINE		FLARED END SECTION		TELEPHONE VAULT
	EASEMENT LINE		CLOSED MANHOLE		GAS RARER
	BUILDING SETBACK		OPEN GRATE MANHOLE		GUY WIRE ANCHOR
	RECORD DATA		BEEHIVE GRATE MANHOLE		CONTOUR LINE
			GUTTER TRAME		TREE LINE / HEDGE LINE
			VALVE VAULT		EDGE GRAVEL/STONE
			FIRE HYDRANT		FENCE LINE
			B-BOX / SERVICE VALVE		STORM SEWER
			POST-TYPED/GROUND LIGHT		SANITARY SEWER
			AREA LIGHT		COMBO SEWER
			STREET LIGHT		WATER SERVICE LINE
			TRAFFIC SIGNAL		WATERBAIN
			WAST ARM SIGNAL		OVERHEAD LINE
			HANDHOLE (electric/traffic)		FIBER OPTIC LINE
			TELEPHONE METER		GAS LINE
			FIBER (fiber-optic cable)		U.S. TELCO LINE
					U.S. ELECTRIC LINE



NOTES:

1. FIELD WORK COMPLETED: 12/29/16
2. EXHIBIT PREPARED WITHOUT THE AID OF A TITLE REPORT, REFER TO A CURRENT TITLE REPORT, DEED AND EASEMENTS FOR ANY EASEMENT, BUILDING SETBACKS AND OTHER LOCAL RESTRICTIONS NOT SHOWN HEREON.
3. SURVEY PREPARED FOR: ARLINGTON INTERNATIONAL RACECOURSE
4. BASIS OF BEARINGS IS TRUE NORTH BASED ON ILLINOIS STATE PLANE COORDINATE SYSTEM, ILLINOIS EAST 1201 ZONE.
5. ANY DISCREPANCIES FOUND WITHIN THIS DOCUMENT NEED TO BE REPORTED TO THE SURVEYOR AS SOON AS POSSIBLE.

STATE OF ILLINOIS)
) SS
COUNTY OF COOK)

WE W-T LAND SURVEYING, INC. DO HEREBY DECLARE THAT THIS SIGN EXHIBIT WAS MADE UNDER OUR DIRECTION AND SUPERVISION.

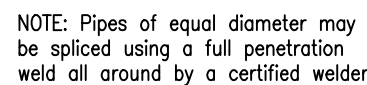
GIVEN UNDER OUR HAND AND SEAL THIS 5TH DAY OF JANUARY A.D. 2017.
AT HOFFMAN ESTATES, ILLINOIS.

W-T LAND SURVEYING, INC. ILLINOIS

FRANJO I. MATOJC - PLS #035-003556 EXPIRES 11/30/2018
ILLINOIS PROFESSIONAL DESIGN FIRM LICENSE NO. 184-004387



SCALE : 1"=40' DRAWN : KCH BOUNDARY : N/A FIELD WORK : BSA CHECK : FIM JOB : S16234		SIGN EXHIBIT ARLINGTON INTERNATIONAL RACECOURSE 2200 W. EUCLID AVENUE ARLINGTON HEIGHTS, ILLINOIS		 W-T LAND SURVEYING, INC. LAND AND CONSTRUCTION SURVEYING 7501 W. Madison Ave. Hoffman Estates, Illinois 60132 PH: (224) 293-4333 FAX: (224) 293-9444 www.wtlandsurveying.com IL License No.: 194-004387 Exp. 04/2018		REVISIONS: DATE		BT
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ALTERNATE BACKHOED FOUNDATION

NOTE: Cube footings require reinforcing mats, No.6 re
 @ 12" MAX. C/C, both directions, all 6 faces.



for Single Face or Back to Back



NOTE:

- * Design Building Code is 2012 IBC, 115 MPH EXP C. and Risk Category II.
- * Designed to hold an additional dead load of 15,000 lbs on each sign face evenly distributed, total 30,000 lbs on (2) faces.
- * Structural steel to be fabricated and erected according to latest A.I.S.C. specifications and standard practices.
- * Welding shall be in accordance with A.W.S. standards.
- * Bolts shall be A325 with minimum of two per connection unless otherwise noted.
- * Pipe shall conform to ASTM A500 grade B (unless noted).
- * Structural steel shall conform to ASTM A-36. W shapes shall conform to ASTM A992.
- * Concrete shall attain a minimum compressive strength of 10,000 psi in 28 days.
- * Concrete reinforcing steel shall conform to ASTM A615 grade 60.
- * Welded wire fabric shall conform to ASTM A185.
- * All steel is to receive one coat of steel primer.
- * All steel is to receive one coat of industrial enamel paint.
- * Contractor to insure all work is performed in accordance with federal, state and local ordinances.
- * Footing designed is based on soil conditions of gravel, sandy gravel (200 psp/ft) of depth or better.
- * The contractor shall verify all dimensions and conditions in the field prior to erection and notify the engineer of any discrepancies.

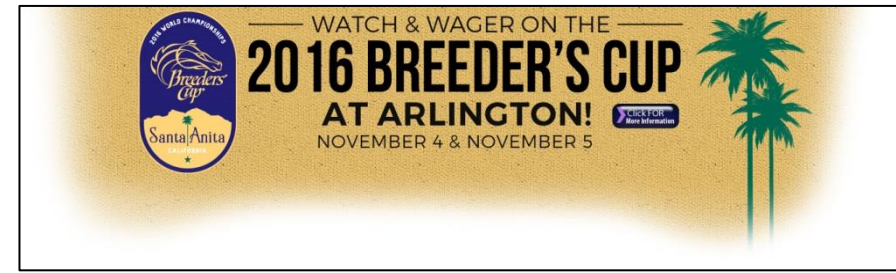
This is an original unpublished drawing, it is not to be reproduced, copied or exhibited in any fashion without written permission of ALL STEEL STRUCTURES INC.

EES#: 69401

	
STRUCTURES, INC. "The Logical Choice"	
16301 Vincennes - South Holland, IL 60473-2017 1-800-621-1759	
Job No. _____ Date: _____	
20' X 60' ADVERTISING STRUCTURE CENTERMOUNT DIGITAL BOARD READY 75-100' OAH 2012 IBC-115MPH, EXP C. Risk Category II	
DRAWING No. <u>13819WB12J2</u>	
CUSTOMER _____	
LOCATION _____	

ENG. <u>EES</u>	CAD <u>XQ</u>
DATE <u>R6/4/2015</u>	

Samples of Arlington Racecourse Advertisements for Possible Display on the Sign





Sample of similar sign and mount. *Not actual sign to scale.

EXISTING SIGNAGE AT PROPERTY AS OF 12/1/16



GATE 9 ROHLING RD



GATE 9 ROHLING RD



EUCLID AVENUE MAIN ENTRANCE



EUCLID AVENUE MAIN ENTRANCE



EUCLID AVENUE TRACKSIDE



EUCLID & WILKE CORNER SIGN



EUCLID & WILKE CORNER SIGN



WILKE ROAD FENCE BANNER



WILKE AVENUE GATE 1 NEAR METRA LOT



WILKE AVENUE GATE 1 NEAR METRA LOT

- d. 1set - Color photographs of subject property and surrounding properties: 3 sites to the left, 3 sites to the right, and 3 sites across the street. Color photos of any existing signage.



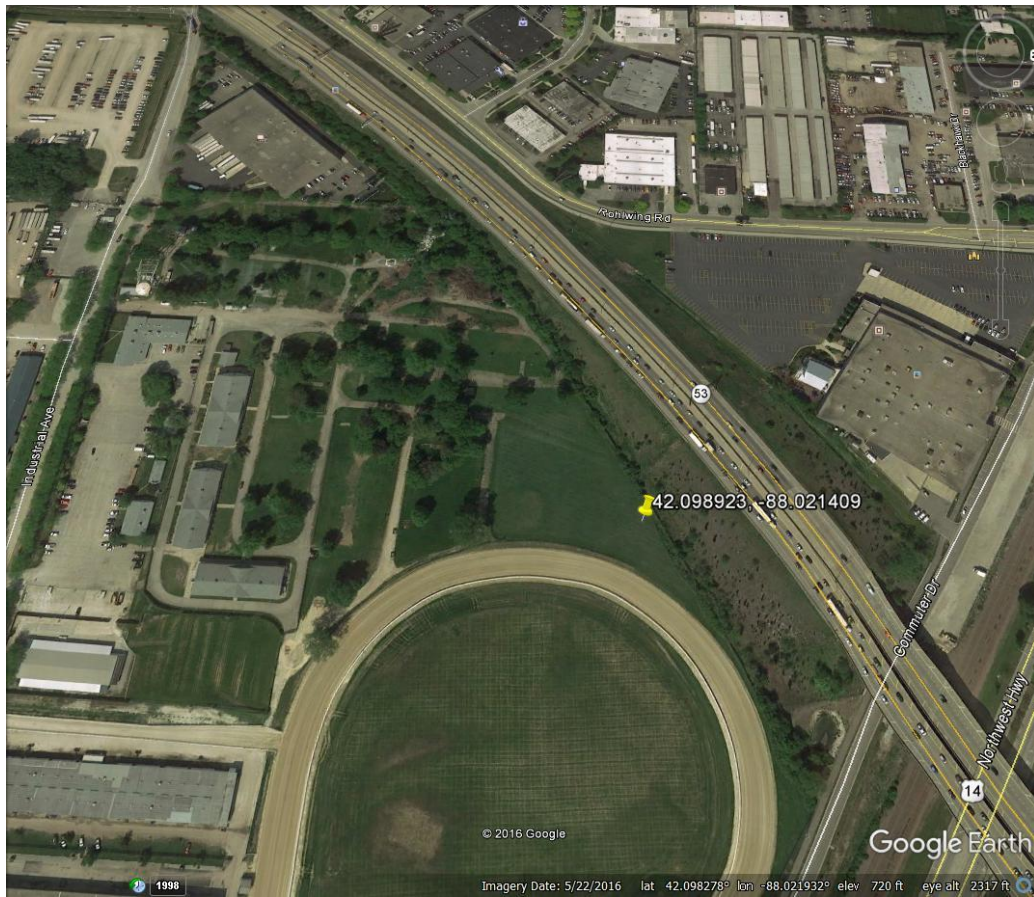
ROUTE 53 DRIVING STREET VIEW FACING SOUTH



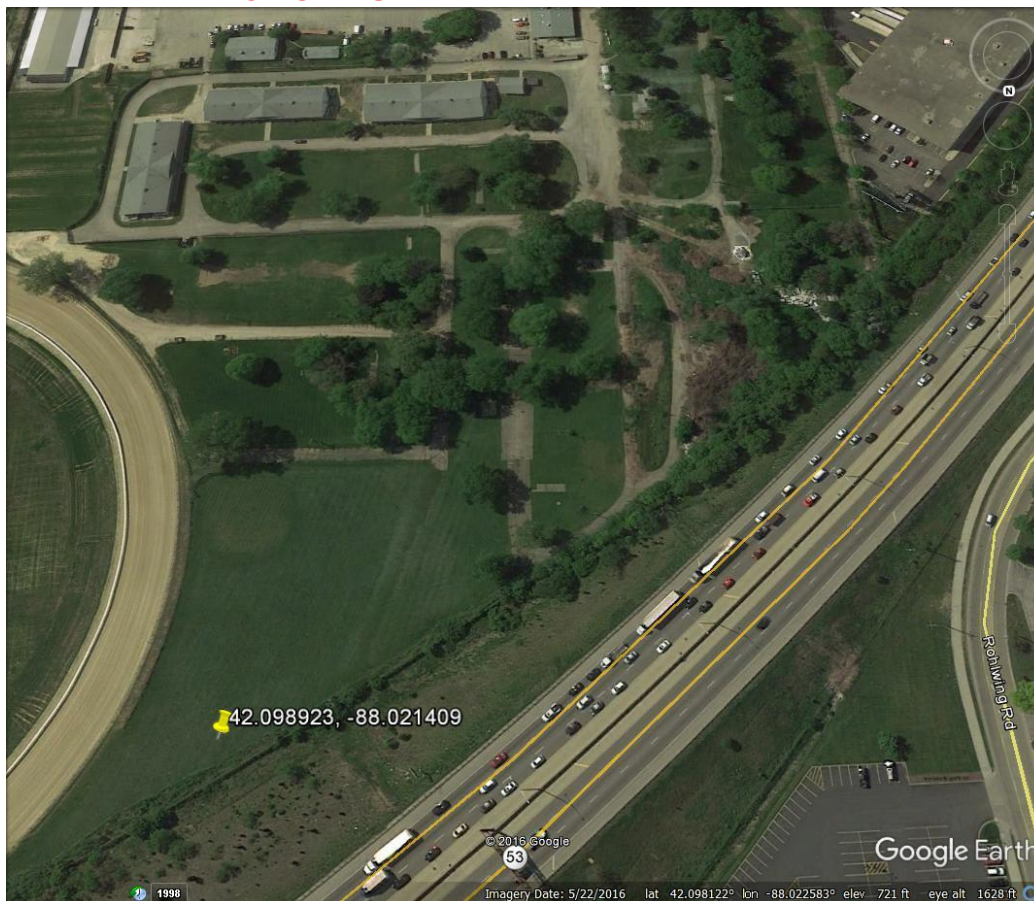
STREET VIEW NORTH FROM SIGN LOCATION



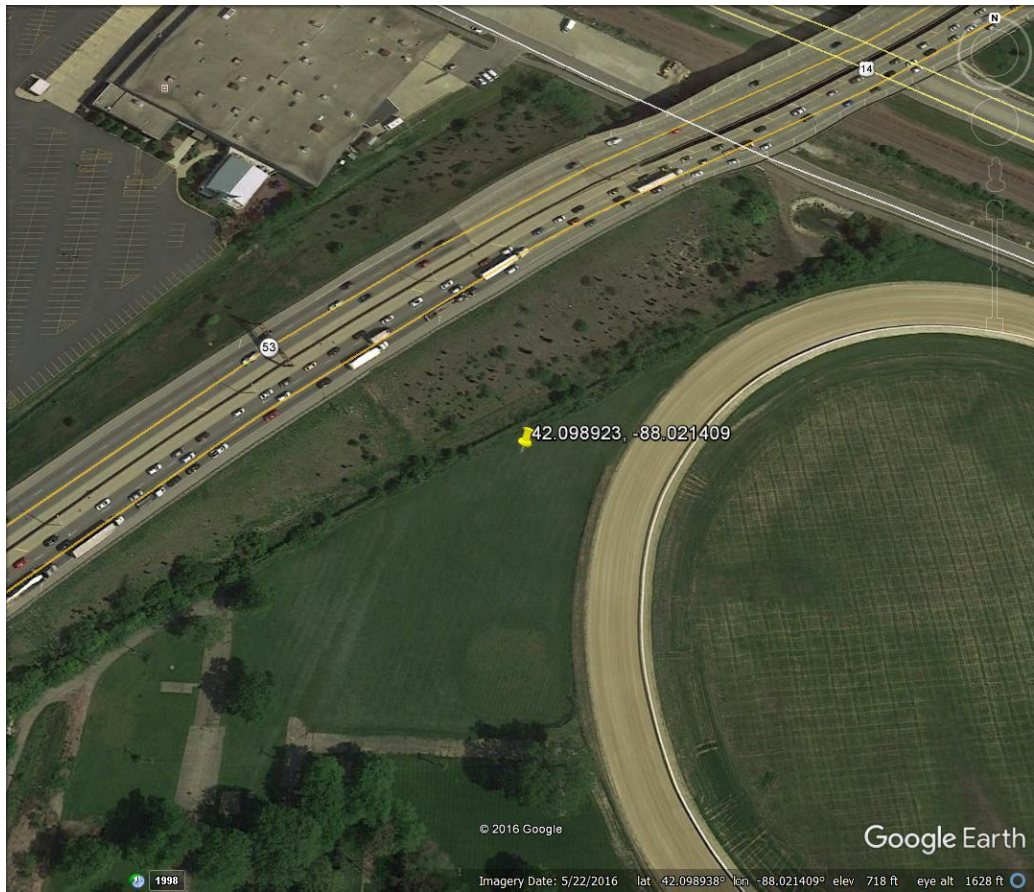
STREET VIEW FACING EAST AT SIGN LOCATION



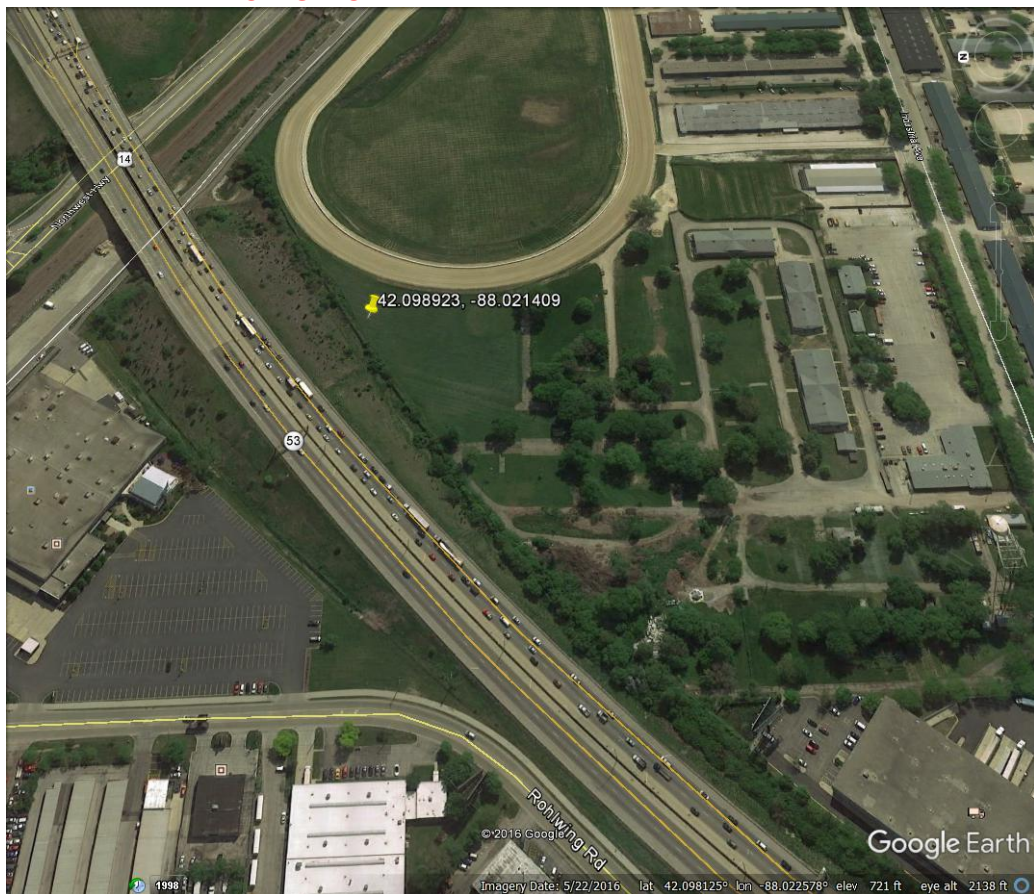
AERIAL VIEW FACING WEST



AERIAL VIEW FACING SOUTH



AERIAL VIEW FACING NORTH



AERIAL VIEW FACING EAST



AERIAL VIEW



DRAFT SIGN LOCATION DRIVING SOUTH ON RT53 VIEW 1



DRAFT SIGN LOCATION DRIVING SOUTH VIEW 2



DRAFT SIGN LOCATION DRIVING NORTH ROUTE 53 VIEW 1



DRAFT SIGN LOCATION DRIVING NORTH ROUTE 53 VIEW 2



SIGN LOCATION NORTH VIEW GROUND LEVEL



SIGN LOCATION WEST VIEW GROUND LEVEL



SIGN LOCATION SOUTH VIEW GROUND LEVEL

- e. 1- Written list of all sign materials. (See attached SAMPLE on Page 7)
COMPLETE MANUFACTURER MANUAL INCLUDED
– FILE NAME: FTX DIGITAL BILLBOARD.PDF

DESIGN COMMISSION PROJECT TIMELINE

Project Name: Arlington International Racecourse
DC Number: DC16-144
Location: 2200 W. Euclid Avenue
Requested Action: Sign Variation

	Date	# of Business Days
DC Application Submittal Date	12/1/16	
Missing Submittal Items Requested	12/15/16	10
Missing Submittal Items Received. Staff Completing Village-Wide Electronic Sign Research.	1/5/17	15
DC Meeting	2/14/17	28
Village Board Meeting	3/6/17	14

Notification Requirements:

- Sign Posting, not less than 15 days prior to the date of the Design Commission meeting.
- Written Notice, not less than 7 days and not more than 30 days prior to the date of the Design Commission meeting.



Item: Arlington Heights Police Station - 200 E. Sigwalt St. - PC#16-024

Department: Planning & Community Development

Requested Action

Amendment to PUD Ordinances 05-041 and 78-026

Variations Identified

1. A Variation from Chapter 28 Section 11.4 to reduce the number of required parking spaces to from 620 to 434 parking spaces for the Municipal Campus.
2. A Variation from Chapter 28, Section 11-2-8 Minimum drive aisle Width to reduce the drive aisle in the rear parking lot from 24' to 22' for Police vehicle parking.
3. A Variation from Chapter 28, Section 6.15-1.2 (b) Waive the requirement for one landscaped island within a row of more than 20 parking spaces in the rear of the Police parking lot.

Recommendation

A public hearing was held by the Plan Commission on February 22, 2017 where Commissioner Dawson moved and Commissioner Sigalos seconded:

A motion to recommend to the Village Board of Trustees, approval of the proposed PUD amendment, and variations:

1. A Variation is requested from Chapter 28 Section 11-2-8 Minimum Drive Aisle Width to reduce the drive aisle from 24' to 22' in the rear Police Vehicle Parking Area.
2. A Variation is requested from Chapter 28, Section 6.15-1.2 (b) to waive the requirement for one landscaped island within a row of more than 20 parking spaces in the rear of the Police parking lot.
3. A Variation is requested from Chapter 28 section 11.4 to reduce the number of required parking spaces from 620 to 434 parking spaces for the Municipal Campus.

Subject to the following:

1. Final engineering plans, details, and calculation shall be required prior to the issuance of a Building Permit.
2. Location of Fire station dumpster shall be determined prior to issuance of a Building Permit.
3. All mechanical equipment shall be completely screened.
4. The petitioner shall comply with the Design Commission recommendation of February 14, 2017.
5. The petitioner shall comply with applicable federal, state, and Village codes, regulations and policies.

Roll Call Vote: Commissioners Cherwin, Dawson, Green, Jensen, Sigalos, Warskow and Chair Lorenzini voted in favor. The motion carried.

Bid Section

Item:

Bid Opening Date:

Account Numbers:

Total Budget for Specific Item:

Bid Amount:

ATTACHMENTS:

Description	Type
PC Staff Report	Board or Commission Report
PC Minutes 2/22/17 - DRAFT	Minutes
Aerial	Exhibits
Written Justification for Parking Variation	Correspondence
Police Station Reviewed by Neighbors	Exhibits
Neighborhood Meeting Notes	Correspondence
Written Justification for Variations	Correspondence
DC Staff Report	Board or Commission Report
DC Motion	Correspondence
Plat of Survey	Exhibits
Preliminary Stormwater Management Calculations	Exhibits
Architectural Plans	Exhibits
Construction Staging Plan	Exhibits
Engineering Plans	Exhibits
Floor Plan with Sizes	Exhibits
Traffic & Parking Study	Exhibits

Department Comments - Round 1
Petitioner Response to Department
Comments - Round 1
Department Comments - Round 2
Petitioner Response to Department
Comments - Round 2
PC Timeline Tracker

Correspondence
Correspondence
Correspondence
Correspondence
Exhibits

STAFF DEVELOPMENT COMMITTEE REPORT

To: Plan Commission
Prepared By: Charles Witherington-Perkins
Meeting Date: February 22, 2017
Date Prepared: February 17, 2017
Project Title: Police Station Redevelopment
Address: 200 E. Sigwalt St.

BACKGROUND INFORMATION

Petitioner: Charles Witherington-Perkins, Director of Planning & Community Development
Address: Village of Arlington Heights
33 S. Arlington Heights Rd.
Arlington Heights, IL 60005

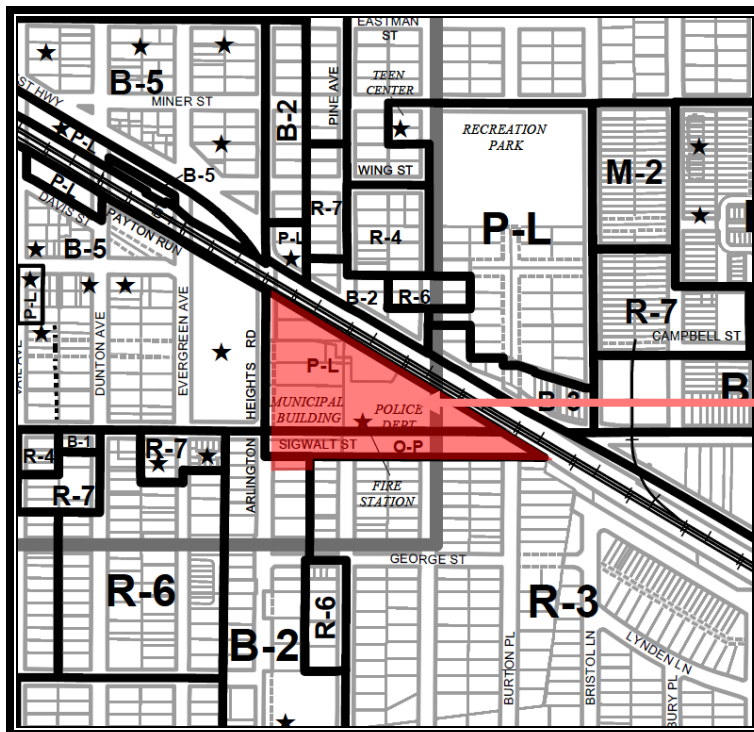
Existing Zoning: P-L: Public Land

Requested Action:

- Amendment to PUD Ordinances 05-041 and 78-026

Variations Identified:

- A Variation from Chapter 28 Section 11.4 to reduce the number of required parking spaces to from 620 to 434 parking spaces for the Municipal Campus.
- A Variation from Chapter 28, Section 11-2-8 Minimum drive aisle Width to Reduce the drive aisle in the rear parking lot from 24' to 22' for Police vehicle parking.
- A Variation from Chapter 28, Section 6.15-1.2 (b) to not provide one landscaped island within a row of more than 20 parking spaces in the rear of the Police parking lot.



Subject Site



NORTH

Surrounding Properties:

Direction	Zoning	Existing Land-Use	Comprehensive Plan
North	B-2, General Business District and P-L, Public Land District	Existing strip retail center, two business/professional office buildings, and Gateway Park	Offices Only, Parks
South	O-P, Off-Street Parking District	Parking lot	Government or Institutional
East	B-3, General Service, Wholesale, and Motor Vehicle District	Gas station and two auto repair facilities	Commercial, Parks
West	M-2, Limited Heavy Manufacturing District	Commercial retail and office building, high rise residential building	Mixed Use

Background:

The Village of Arlington Heights has experienced significant growth since the 1950's, going from a Village of 8,727 residents in 1950 to an estimated 76,996 residents in 2015 and an anticipated population of 86,059 residents by 2040. Growth of the community since has led to a redeveloped Arlington Heights Municipal Campus (AHMC) including a new Village Hall, Fire Station #1, improved parking lot, and civic plazas, all of which were completed by 2008. The existing Police Station is the last original part of the Municipal Campus, and it is outdated and too small for current and future needs.

The existing Arlington Heights Police Department building is located at 200 E. Sigwalt Street, between Village Hall and Fire Station #1. The current building is 37,435 square feet and was constructed in 1978 for a staff of 92 police employees. Today, the Police Department has 139 employees. The Department is out of space and the building no longer meets their needs. Potential future growth of the Department is modest and largely dependent on the growth of the community from re-development and initiation of new police programs.

In 2010, the Village completed a Police Station feasibility study. In 2014, the Village of Arlington Heights retained the services of an architectural firm to conduct another feasibility study to determine if renovation or replacement of the police station building on the existing Municipal Campus is viable. The goals of the study included verification of the space requirements of the Police Department, analysis of parking requirements, review of a previously developed existing building condition report, and development of preliminary site and floor plans with corresponding project budgets. The study was completed and accepted by the Village Board on September 8, 2015, and it concluded that renovation/expansion of the existing police building is not a viable option due to numerous architectural, structural, mechanical, electrical, plumbing, and fire protection issues. However, the study did conclude that building a new police facility, meeting modern day standards, is feasible on the existing AHMC site.

In 2016 the Village retained Legat Architects and McClaren, Wilson, & Lawrie Inc. to prepare construction drawings for the Police Station.

The proposed design concept is a two-story, 70,500-square foot facility that includes a basement and a 10,000-square-foot garage. Construction of the facility is anticipated to begin this summer. Riley Construction has been hired as Construction Manager.

The current concept was developed after the Village spent several years studying the 37-year-old facility. Recent space-needs studies resulted in the 38,000-square-foot building needing significant mechanical, electrical and plumbing (MEP) repairs and replacement just to maintain it as a serviceable building for the operational needs of a 24/7, 365 days a year Department. Instead of investing millions of dollars in the aging structure that is outdated and inadequate for today's policing needs, the Village Board decided to move forward on a redevelopment of a new Police Station.

Construction of the new Police Station, which will be built between Village Hall and Fire Station 1, is estimated to cost \$27.985 million. Funding for the construction, architectural and engineering expenses, parking improvements, demolishing the current facility and renting a temporary space for the Police Department was covered through selling a bond issue for \$32.9 million with 2.93% interest.

The planned layout of the first and second floors of the new Police Station is designed to promote functional adjacencies aimed at enhancing the effectiveness of police services. The proposed layout of the first floor includes a public information desk, booking

area, the patrol division and the records areas. Plans for the second floor includes the investigations and community services divisions, administration, a workout area and locker rooms. The basement would include a firing range, training room and evidence storage. The Village is also planning to renovate and utilize a portion of Village Hall's 4th floor for long term Police Department storage and long term off site storage in the Police Annex (former unused Fire Department facility). Utilization of existing facilities helps provide cost effective solutions.

Following the Village Board's early review of the Police Station design on December 5, the project was discussed on a preliminary level at the Design Commission on December 13, 2016 and was reviewed by the Plat and Subdivision Committee on December 14, 2016. A meeting to review the plans with the neighborhood south and west of the Police Station was held on January 18, 2017. Earlier this week, on February 14, the Design Commission held a public meeting to formally review the architectural design of the project and unanimously recommended approval of the Police Station architecture.

The Village is currently vetting several temporary location possibilities for the Police Department that will keep the Department together in one location while a new station is being built, will be a cost effective solution, and will adequately provide for a fully functioning Police Department.

For more details go to www.vah.com to view "Police Building" project updates.

Existing Conditions:

As indicated, the existing Police Station building is part of the AHMC, which is approximately 4.73 acres in size and includes the Village Hall building, the municipal garage to the north of the Village Hall, Fire Station #1 to the east of the Police Station building, and the parking areas on the south side of Sigwalt Street. The existing Police Station building is approximately 37,435 square feet in size and when combined with Fire Station #1 (16,343 sq. ft.) and Village Hall (approximately 75,000 sq. ft.), there is a total of 128,778 sq. ft. of floor area on the AHMC. The subject property has a triangular shape and is bounded by the Union Pacific Railroad (UPRR) to the northeast, Sigwalt Street to the south, and South Arlington Heights Road to the west.

The AHMC contains a total of 441 parking spaces which are divided between the parking lots on the south side of Sigwalt Street (95 spaces), the multi-story parking garage attached to the Village Hall building (271 spaces), and the parking area to the rear of the existing Police Department (75 spaces).

When the Plan Unit Development was amended in 2005 for the Village Hall and Fire Station #1, no parking variations were granted with that approval.

Project Description:

The Village is proposing the demolition of the existing police station building to allow for the reconstruction of a 70,500 sq. ft. building in its place. Additionally, there would be changes to the surface parking lots to the rear of the existing building, which would reduce the overall parking for the police building by only 7 spaces. Further details on the parking demand for the AHMC will be provided within the Traffic & Parking section of this report.

In order to accommodate the new Police Department building, modifications are necessary to the main driveway entrance to the AHMC. These include the following:

- A two lane cross section is proposed with one ingress and egress lane versus a three lane cross section. The existing loading zone by Village Hall remains.
- The driveway into the municipal garage has been straightened.
- Existing driveway conflicts once customers enter the garage have been eliminated. This cleans up traffic flow and access into the Municipal parking garage.
- A clearly delineated pedestrian access from the public parking in the garage, to the police station front door is being developed. Currently customers going to the Police Station are forced to walk in the driveway at certain points due to lack of sufficient sidewalk width.

Finally, the existing garage stair tower at the southeast corner of the garage is creating numerous conflicts and solutions to this issue have been studied.

The decision has been to maintain the existing southeast garage stair tower and utilize the second floor landing to provide secure access into the Police Department of that location.

Zoning and Comprehensive Plan

In order for the project to proceed forward, a number of zoning actions are required. First, an amendment to the underlying PUD Ordinances (05-041 and 78-026) are required to allow for construction of the new Police Department building. Facilities that are owned and operated by the Village of Arlington Heights are permitted uses within the P-L District, and therefore the continued use of the subject property as a police station is consistent with the zoning classification of the subject property.

The Village's Comprehensive Plan designates the future use of the subject property as "Government". The proposed Police Department redevelopment and PUD amendment is therefore consistent with the Comprehensive Plan.

Site Related Issues

The Staff Development Committee has worked closely and will continue to with Legat Architects and McClaren, Wilson, Lawrie and Riley Construction to develop the new Police Station. As part of the formal zoning review process, a few key issues were identified resulting in requested variations. For each variation, written justification has been provided addressing the following criteria.

- The property in question cannot yield a reasonable return if permitted to be used only under the conditions allowed by the regulation zone.
- The plight of the owner is due to unique circumstances.
- The variation, if granted will not alter the essential character of the locality.

The following variations have been identified:

A Variation is requested from Chapter 28 Section 11-2-8 Minimum Drive Aisle Width to Reduce the Drive -Aisle from 24' to 22' in the rear Police Vehicle Parking Area.

The use of the rear parking facility for continued Police Department operations and Police personnel vehicle only is critical to the functioning of the Police Department. The existing parking lot is currently configured in the existing situation with a 22' drive wide aisle. The Staff Development Committee concurs with the written justification, which outlines the unique shape of the property and minimal impact that this variation would have. See attached Police Station Written Justification for Variations.

A Variation is requested from Chapter 28, Section 6.15-1.2 (b) to not provide one landscaped island within a row of more than 20 parking spaces in the rear of the Police parking lot.

The petitioner has submitted written justification for this variation addressing the three criteria listed above. As noted in the written justification, the Village typically meets or exceeds all Village regulations for landscape requirements. However, in this situation, it is not practical to install the landscape island. Currently the municipal campus does not provide any onsite stormwater detention. In order to provide onsite stormwater detention that will have a regional benefit to the community, underground stormwater detention vaults need to be installed on the property. The only location where these underground stormwater detention vaults can be installed, are under the paved parking lot at the rear of the Police Station building. Due to the vault elevations necessary, the clearance to permit a typical landscape island to be installed on top of the detention vault is insufficient. The Staff Development Committee concurs with the petitioner's written justification for this variation.

A Variation is requested from Chapter 28 section 11.4 to reduce the number of required parking spaces from 620 to 434 parking spaces for the Municipal Campus.

Use of the property for a continued Police Department operation is critical to the long term safety of the Village of Arlington Heights. The existing Municipal Campus currently contains 441 parking spaces. The proposed plan results in a loss of 7 spaces for a total of 434 spaces. No additional personnel will be added at this time as a direct result of the new Police Station. The detailed traffic and parking study dated December 8, 2016 and revised February 14, 2017 clearly illustrates that there is sufficient parking supply for the Municipal Campus given the unique functions of the Village Hall, Police Station, and Fire Station #1. More details on the traffic and parking is identified in the Traffic Study, as well as the parking and traffic section in this report. The Staff Development Committee concurs with the written justification for the parking variation that addresses the three variation criteria noted earlier in this report.

Traffic & Parking

Section 6.12-1 requires a "traffic and parking study prepared by a qualified professional engineer or prepared in a manner acceptable to the Village". The document prepared by Village conforms to this requirement.

In 2015, the feasibility study provided a preliminary estimate of the parking needs for the AHMC based on their parking survey during November of 2015. This study concluded that the worst case peak parking demand for the AHMC, as based on the parking survey, was 317 spaces. Therefore, it is expected that a reduction from 441 total spaces to 434 spaces on the campus will not create a parking shortage. A detailed analysis of the parking as required by the Zoning Code is outlined below.

	Square Footage	Occupancy	Parking Ratio	Parking Required
VILLAGE HALL				
Office (includes basement and 4th floor)	39,724		1 space / 300 SF	132
Council Room	2,400	160	30% of the Occupancy	48
Public Meeting Rooms	3,100	207	30% of the Occupancy	62
Departmental Meeting Room (9 meeting Rooms)	2,237	149	30% of the Occupancy	45
Departmental Lobby Space	2,372		1 space / 300 SF	8
Mechanical/Miscellaneous	25,382		N/A	
Administrative Vehicles			1 space / vehicle	20
Total	75,215	516		315
POLICE STATION				
Office	25,657		1 space / 300 SF	86
Multi-Purpose/Training/Conf. Room/Lobby Areas	6,329	422	30% of the Occupancy	127
Miscellaneous (Holding/Fire Range/Evidence Storage/Locker Rooms, etc.)	38,304		N/A	
Police Squad Car Interior Parking Area	N/A		N/A	
Police Vehicles			1 space / vehicle	81
Total	70,290	422		294
*8 Municipal Vehicles can be deducted since they are driven home by employees				(8)
FIRE STATION #1				
Office	322		1 space / 300 SF	1
Multi-Purpose/Training	323	21	30% of the Occupancy	6
Fire Apparatus Bay	5,812		N/A	
12-Bunk Rooms	1,320	12	1 space / employee	12
Miscellaneous/Mechanical	8,566		N/A	
Total	16,343	33		19
Total	161,848	971		
Total Required				620
Total Provided				434
Surplus (Deficit)				(186)

MUNICIPAL CAMPUS PARKING**Existing Supply**

Visitor	Village Vehicles	Employees	Daily Fee	TOTAL
53	40	250	98	441

MUNICIPAL CAMPUS PARKING**Proposed Supply**

Visitor	Village Vehicles	Employees	Daily Fee	TOTAL
53	40	243	98	434

Historical Municipal Parking Campus Peak Capacity					
	2005	2009	2014	2016	Proposed
Total Spaces	485	453	441	441	434
Peak	301	240	292	244	268
Occupied	62%	53%	66%	55%	62%
Vacant	186	213	149	193	166

*Proposed capacity assumes theoretical 10% increase in peak parking.

2005 counts included higher commuter parking prior to Vail Avenue garage expansion.

2016 Municipal Campus Parking Summary Findings

Between November 14 and November 18, 2016 the Police Department conducted parking counts Monday through Friday on the Municipal Campus at 9:30 am, 2:30 pm, and 6:00 pm. See Traffic & Parking Study for detailed counts.

MUNICIPAL PARKING PEAK DAYTIME CAPACITY November 14 to 18 2016						
		Supply	Occupied	%	Vacant	%
Visitor	Mon. 6:00 pm	53	22	41%	31	59%
Employees	Fri. 2:30 pm	150	113	75%	37	25%
Police lot	Fri. 6:00 pm	75	58	77%	17	23%
Daily fee	Tues. 2:30 pm	98	56	57%	42	43%
Village Vehicles	Fri. 6:00 pm	40	34	85%	6	15%
Fire Dept.	Wed. 2:30 pm	25	7	28%	18	72%
TOTAL	-----	441	290	65.8%	151	34.2%

The following is a summary of the findings:

- Peak Capacity at the Municipal Campus occurred on Thursday, November 17, at 2:30 pm when 248 spaces, 56% of the parking spaces were occupied with 193 spaces, 44% vacant.
- Meeting attendees for the week of November 14 to November 18, 2016 ranged from 20 attendees to 211 attendees at different times throughout the day.
- Maximum peak capacity taking a worst case scenario of different days and different hours, illustrated occupancy of 290 spaces, 65.8% occupied, with 151 spaces vacant, 34.2% vacant.
- Daily fee parking was not fully utilized no less than 42 spaces were available at any given time.
- Visitor parking on levels 2, 3, and Lot O had minimal usage during the day. However, Lot O was heavily utilized during early voting.
- Employee parking had a peak capacity at 2:30 pm on Friday, November 18, with 113 spaces occupied 75% and 37 vacant or 25%.
- The Police parking lot had a maximum capacity on Friday, November 18, at 6:00 pm with 58 spaces occupied or 77%.

Additionally, the Village analyzed projected traffic impacts of the Municipal Campus. It is expected that traffic flow through-out the site will be improved as a result of the reconfigured police vehicle movement. Traffic counts at the Municipal Campus main driveway were conducted in November 2016. The data generated by these traffic counts are summarized in the Traffic and Parking Study. Based upon the counts, peak hour traffic inbound and outbound into the Municipal Campus occurred at 2 PM with a total of 93 trips. Maximum trips during a 24 hour period occurred on Monday, November 21, 2016 with a total of 1,046 inbound and outbound trips. Peak hour trips leaving the Municipal campus southbound were 51 between 5 PM and 6 PM on Monday, November 21, 2016. While modifications to the main driveway are proposed, no negative impacts are projected. In addition, police vehicles will utilize the east driveway between the new Police Station and the existing Fire Station, reducing impact upon the main access point to the Municipal garage. This new layout will reduce vehicle/pedestrian conflicts at the entrance to the municipal garage.

Landscaping & Tree Preservation

As required by the Zoning Ordinance, a Tree Preservation plan and landscape plan has been submitted. The landscape plan has been developed to provide a variety of species throughout the Police Station portion of the Municipal Campus. While the majority of the existing site and proposed is currently paved or covered with buildings, the landscape area along Sigwalt Street has been nicely developed to provide as much green space as possible with a variety of plant material, while at the same time providing secure safety measures now needed for public safety buildings.

Design Commission

The project was reviewed on a preliminary basis by the Design Commission in mid December. Based upon the input from the Design Commission, a number of modifications have been made to the design and on February 14, the Design Commission made a motion to approve the architecture of the new Police Station. Details on the Design Commission action are included in the packet of materials.

RECOMMENDATION

The Staff Development Committee reviewed the proposed request recommends approval of the proposed PUD amendment, and variations

- A Variation is requested from Chapter 28 Section 11-2-8 Minimum Drive Aisle Width to Reduce the Drive -Aisle from 24' to 22' in the rear Police Vehicle Parking Area.
- A Variation is requested from Chapter 28, Section 6.15-1.2 (b) to not provide one landscaped island within a row of more than 20 parking spaces in the rear of the Police parking lot.
- A Variation is requested from Chapter 28 section 11.4 to reduce the number of required parking spaces from 620 to 434 parking spaces for the Municipal Campus.

Subject to the following:

1. Final engineering plans, details, and calculation shall be required prior to the issuance of a Building Permit.
2. Location of Fire station dumpster shall be determined prior to issuance of a Building Permit.
3. All mechanical equipment shall be completely screened.
4. The petitioner shall comply with the Design Commission recommendation of February 14, 2017
5. The petitioner shall comply with applicable federal, state, and Village codes, regulations and policies.

Charles Witherington-Perkins, Director of Planning & Community Development
February 17, 2017

C: Randy Recklaus, Village Manager
All Department Heads

PLAN

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

COMMISSION

RE: ARLINGTON HEIGHTS POLICE STATION-200 E. SIGWALT STREET-PC#16-024
 AMENDMENT TO PUD ORDINANCES 05-041 and 78-026

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 22nd
 day of February, 2017, at the hour of 7:30 p.m.

MEMBERS PRESENT:

JOE LORENZINI, Chairman
 LYNN JENSEN
 MARY JO WARSKOW
 BRUCE GREEN
 SUSAN DAWSON
 JOHN SIGALOS
 JAY CHERWIN

ALSO PRESENT:

SAM HUBBARD, Development Planner

CHAIRMAN LORENZINI: All right, I'd like to call to order this meeting of the Plan Commission. Would you all please rise and recite the pledge of allegiance with us?

(Pledge of allegiance.)

CHAIRMAN LORENZINI: Thank you. Sam, would you call roll please.

MR. HUBBARD: Commissioner Cherwin.

COMMISSIONER CHERWIN: Here.

MR. HUBBARD: Commissioner Dawson.

COMMISSIONER DAWSON: Here.

MR. HUBBARD: Commissioner Drost.

(No response.)

MR. HUBBARD: Commissioner Ennes.

(No response.)

MR. HUBBARD: Commissioner Green.

COMMISSIONER GREEN: Here.

MR. HUBBARD: Commissioner Jensen.

COMMISSIONER JENSEN: Here.

MR. HUBBARD: Commissioner Sigalos.

COMMISSIONER SIGALOS: Here.

MR. HUBBARD: Commissioner Warskow.

COMMISSIONER WARSKOW: Here.

MR. HUBBARD: Chairman Lorenzini.

CHAIRMAN LORENZINI: Here. Next item on the agenda, we have the approval of meeting minutes, two meeting minutes from our last meeting. Any comments or recommendations?

COMMISSIONER GREEN: I make a motion for approval.

CHAIRMAN LORENZINI: Second?

COMMISSIONER JENSEN: Second.

CHAIRMAN LORENZINI: All in favor?

(No response.)

CHAIRMAN LORENZINI: Opposed?

(No response.)

CHAIRMAN LORENZINI: All right.

COMMISSIONER WARSKOW: I was not at that meeting.

COMMISSIONER CHERWIN: I was not either.

COMMISSIONER SIGALOS: I was not at that meeting either.

CHAIRMAN LORENZINI: Warskow, Cherwin and Sigalos. Thank you.

All right, next item on the agenda is public hearing for the Arlington Heights new police station. Is the Petitioner here? If so, please come forward.

MR. PERKINS: Good evening, Chairman and members of the Plan Commission.

CHAIRMAN LORENZINI: Good evening, Mr. Perkins. How are you?

MR. PERKINS: Very good, thank you.

CHAIRMAN LORENZINI: Just for formalities, could you please raise your right hand? Anybody else who may be testifying or talking, and we'll swear you all in. Please stand.

(Witnesses sworn.)

CHAIRMAN LORENZINI: Thank you. Again, for the record, could you please state your name and spell it for the court reporter?

MR. PERKINS: Yes, I'm Charles Perkins, P-e-r-k-i-n-s, Director of Planning and Community Development for the Village of Arlington Heights, the Petitioner for the new proposed Arlington Heights Police Station. With me this evening, I have a team from the architects as well Deputy Chief Nick Pecora from the Police Department and Steve Blye with Legat Architects, Kevin Matray with Mackie Consultants, they're our engineer on the project, and Chris Siefert with Riley Construction, our construction manager.

CHAIRMAN LORENZINI: Thank you. Have you read all of the conditions and do you agree to them?

MR. PERKINS: Yes, we do agree with them.

CHAIRMAN LORENZINI: Thank you. Would you please give us a presentation on the project?

MR. PERKINS: Yes. This evening, we are requesting an amendment to the existing planned unit development that was approved in 1978 and amended in 2005, and three variations. The first one is to reduce the required parking by code from 620 spaces to 434 spaces. The second is a variation to reduce the drive aisle width in the rear parking area for the Police Department vehicles only from 24 feet to 22 feet. The third one is to not provide one landscaped island in that same rear parking area.

One of the Plan Commission members had requested of Sam Hubbard, the Staff liaison, that we provide an overview on the background and the need for the police expansion. So, there's quite a few slides at the beginning of this that go through a little bit of history, so I apologize, I hopefully won't take too much of your time but it will set the stage of how we got to where we are today.

So, we began looking at the Village facilities back in 1996 with an initial space needs study, and then that was conducted again in 2003. Then in 2006, there was actually an expansion that was designed to expand the rear of the existing police station, and a decision was made by the Village Board at that time to defer that and to do a more comprehensive feasibility study on the police station needs.

That facility study took place in 2010. It's a fairly large document that identified the space needs of 76,000 square feet for a new police station. It identified numerous building deficiencies in the existing building, and throughout the years after that, the Village Board has deferred approximately \$8 million of maintenance that's needed on roofs and windows and tuckpointing and things like that, waiting for the right time to consider building a new building.

Then in 2015, we commissioned another feasibility study to take another look at the police station needs and to really see if that 76,000 figure still held through based on the 2015 needs of the department, and also to determine whether a police station could be built on this campus or whether we had to look off site. That particular study established a construction-only estimate for the police station of \$27.9 million which is what we are working towards today. Then in February and May of last year, the Village retained Legat Architects and a series of consultants to move forward with construction documents, and also Riley Construction as the construction manager.

As far as recent meetings where this has been presented and available to be reviewed by the public, I'm not going to read all of these, but there has been numerous meetings prior to September 2015. But this slide just illustrates those since then. More recently, in December 5th, we provided an update to the Village Board that was televised, and

there is a link to that televised presentation on our website. We then met with the Plat & Subdivision Committee in December, and a preliminary review with the Design Commission.

In mid January, we held a neighborhood meeting. We mailed to over 200 residents around the municipal campus. We actually, for that neighborhood meeting and tonight's meeting, went well beyond the minimum 250 feet. 250 feet south of our campus would only pick up about five homes. We mailed all the way down to Grove on the south so we could invite as many names as possible.

Then last week, we had the Design Commission public hearing where they did recommend approval of the architectural design.

Just to set the stage for the site, as you can see from this aerial, the site is extremely constrained. On the north running northwest to southeast are the railroad tracks. On the west are Arlington Heights Road, the south of Sigwalt. The yellow image highlighted here is the existing police station sandwiched between the Fire Station and Village Hall and also the Municipal Parking Garage. So, we are focusing on how to fit a new police station of 70,500 square feet within the zone between those existing buildings.

As part of the 2015 study, we also looked at not only the space needs of our department but what other communities were doing. You can see other communities in and around near Arlington Heights, their police station facilities are significantly larger than the current Arlington Heights facility. Yet they have a much lower population, and in most cases they have smaller department sites. So, for example, Hoffman Estates, population of 53,000, they have a department of 138, they have a 79,000 square-foot police station built in 2010. Skokie, another example, 65,000 population, they have a department of 130 when this survey was done, and a building of 79,300. So, you can see Palatine and Hoffman Estates as well on this slide. What we are proposing is smaller than all of them with the exception of Hanover Park which obviously is a smaller community and not quite as comparable as the others.

At this point, I'll turn it over to Deputy Chief Nick Pecora. He's going to talk about some of the deficiencies in the building, issues with the building and operating the department and how technology and policing has changed since the building was originally built in 1978.

DEPUTY CHIEF PECORA: Thank you, Mr. Perkins. Good evening, members of the Plan Commission and Mr. Chair. My name is Nick Pecora, it's P-e-c-o-r-a. I'm the Deputy Chief of Police with the Police Department.

My perspective, I can go back to 1982 when I started my employment with the Police Department almost when this building opened in 1981. I won't read all the bullet points, you can read them at your leisure. I'll kind of highlight the pictures because they provide the perspective.

If you take a look at the hallway picture, we've started using the hallway as storage. We've run out of usable storage space. The photograph showing the clothes rack, that's the men's locker room. I'll show in a picture later how the equipment that we have issued to our officers has increased exponentially over the years as we have engaged in other specialties, like you can see some bicycle officer uniforms there and some raincoats. They just don't fit in the high school lockers that we offer currently.

The picture on the lower left is the detective office. Those 16 detectives in there are stacked on one top of each other and we really can't get anymore in that floor plate. If you look in the center in the back, there's a workstation with a hutch above it. We just fit that in the corner because we didn't have another place to put a detective.

In the lower right is a, when I started in 1982, that was the trash and shredder room. We've repurposed that and as we introduced technology into the police field in the mid to late 80's, we had to set up computer workstations. So, that's where we have four workstations for our patrol officers and some of our civilian employees to write and generate their reports.

As Mr. Perkins indicated, there have been several studies, the 2010 space needs analysis which was supplemented by the 2015 analysis agreed to by our Public Works Department that the building is in great need of repair. The roof and windows are beyond their useful life cycle. The facility is not handicap accessible.

A major issue is our range is not up to current capabilities. In 1982 when the revolver was the standard issue, the baffles in the back of the range could stop that projectile. Now, with the technology that we employ in the squad cars, it would penetrate the steel that's in the back of the range. So, we have to outsource our range time when we're training with rifles. We end up at the College of DuPage or the St. Charles Police Department outdoor range. So, in the new facility, we are programming in a range that can handle all the different firearms that we deploy or use in a police department.

The sally port safety is questionable. The sally port is in the center of the slide. That's where we pull up the squad cars in when there's a prisoner in the car. The door comes down and, in a safe and secure environment, we can extract somebody that's unruly and take them into the lockup. You can see that we have doubled the storage in there, the motorcycles are in there, there is an evidence drying cabinet that you can see in there, and all that stuff presents trip hazards when you have an uncooperative person that's fighting with the officers, and it happens from time to time.

The lower right picture is our approach at the front door. You can see that the railings are starting to get unstable, they're rusting in the cement.

Again, we're going on with the structural decomposition of the building. The picture at the top there shows the metal decking that's starting to deteriorate. A couple of years ago, our east door dropped about an inch because the decking fell apart and the floor dropped a little bit. We had to close off that portion of the building and a contractor had to come in and cut up the floor, redo the decking, pour a new floor and put in a new door on our east end.

The middle picture shows the inadequate ventilate in the building. That's the room that I previously indicated was the trash room, now our report room. We've got box fans throughout the building that help us improve the circulation.

The lower picture shows the upstairs laboratory. That's still original decor. That hasn't been updated, and quite often those things back up on us. That's an issue with the plumbing. We are forever getting that sulfuric smell in the building. We're finding out that our plumbing ventilation stacks are cracking and we're getting the backlash of the sewer system into the building.

The electrical system is an issue. When the building was built, the top picture shows that we've got the tongue and groove 12 by 12 ceiling tiles. There was no chase for the technology cabling, and as our contractors come in to put new cables in so we can put computers and different workstations, they can't replace the tiles. So, throughout the police station, you can see voids on the ceiling which creates an issue with the HVAC system.

The generator is in the building, in the basement of the building. It's a natural gas Caterpillar engine that shakes, rattles and rolls once a month when we test it. We

anticipate that it's going to go out any time now and there's nothing that the Public Works can do because, like I said, it's a large Caterpillar engine and it can't come out of the basement and they can't get a new one down there.

Storage is a significant factor. Again, as technology has increased, we didn't have the storage space for the technology. So, the picture on the bottom there, we took the last 10 feet of our roll call room and put up a partition and called it an equipment storage room. It's a lot of impromptu work that we've done over the years to make ends meet.

This just keeps going with the technology deficiencies and how we've made ends meet. The picture on the top right there, when I started in 1982, that was a dark room when we used to take the booking photos with the old four by five negatives. We used to develop them in a black and white dark room there. Since we went to a digital media, we don't need the dark room, and now that's our traffic office. So, we have a traffic sergeant, three traffic officers, and the five PSOs that patrol the downtown area all work out of that office, but it was never meant to be an office. We've had to improvise, and you can see the portable air conditioner there that's pushed up into the fan. The fan circulates the air and then it's vented up in between the ceiling to who knows where that goes.

The picture on the left is our second floor atrium, and what it doesn't capture is that four-foot new wall there goes throughout the stairwell down to the basement. Anybody that enters the building, uses the elevator to go to the basement, can hop over that four-foot new wall and get into the operations area of the Police Department, creating a severe security issue if somebody had ill intention.

The last picture there shows the front lobby. On either side of the revolving door are the window curtains, and they are degrading at the base. When it rains, they leak into the lobby, presenting a pretty good trip hazard.

Here is the last slide, and this is the perspective that I talked about. When I started in '82, we had the typical high school locker. It was good for your uniform, it was good for your gear bag. In the mid 90's, as we started to get more equipment, we put the top 12 by 16 addition on the top of the lockers. In 2014, we just saw that the equipment that we've issued has overwhelmed the locker space.

Here you have an officer on the 2014 slide that's also a bicycle officer, and the gear on the bottom, I'm sorry, on the carpeting is stuffed in at the base of the locker. You can see the blue box there is a firearm case, there's a pursuit case. Close to 9-11, we all have gas masks. That's equipment that's deployed each day as an officer goes out onto the street.

All that gear in there is required by our prevailing general orders. We mandate that an officer keeps a clean uniform in his or her locker in case a detective is called to duty, or in case an officer in the course of their job either comes into contact with a bio-hazard or somehow soils their uniform, they'll have a backup uniform that they can continue their tour of duty. So, we've noticed that there is a severe inadequacy in the allocation of space for people to store department-issued equipment.

That completes my presentation, thank you.

MR. PERKINS: So, I think that was really helpful to have Deputy Chief Pecora walk through the changes in policing and issues with the building first-hand. It's easy for anyone else to explain but they can't do it with the same passion and knowledge that the Deputy Chief has.

I wanted to take a little bit of time and walk through very briefly the goals of the 2015 study. These are the goals that the Board adopted at the very beginning of the

study.

The primary goal of that study was to determine whether a new police station could be built on this campus. The other goals deal with it being cost effective, it needs to be a utilitarian building, functioning 24-7 which our Police Department does. Spaces need to be shared with the Village Hall if they can be done cost effective.

So, we were charged in that study at looking on our existing facilities, is there a way to use some of our existing facilities. The safety of the officers was extremely paramount. The architecture needed to complement the existing two buildings that we have on our campus but be done in a cost effective way. The building needs to be functional, flexible, adequate workout facilities and firing range the Deputy Chief talked about, utilizing the entire site. The Board charged us with looking at the entire site and not just exactly where the police station was, and then looking at maximizing covered parking for the police personnel as well as maximizing parking spaces on the campus.

So, one of the other concepts from the 2015 study showed the building placed in this position between the two buildings. There's no circulation around the rear of the building which created some problems. But this exhibit does show on the top left of your screen one option that the Village could pursue down the road if it were ever needed to expand the parking garage to pick up additional parking spaces. A second option closer to what we're proposing today kind of shrinks the building a little bit, allows circulation around the back of the building, and shows an expanded surface parking area in that northwest corner. Again, we don't believe we need to do that but it is something that could be done if there were to be a parking demand.

We also looked at offsite solutions, so we are continuing to explore and design some long-term archival storage on the fourth floor of this building to reduce the square footage that we need to build in the new police station. We're also looking at re-purposing the former Fire Academy and calling this the police annex to allow for some offsite seasonal vehicle storage as well as archival storage in that facility as well. Again, by using existing buildings, we can keep cost down a little bit and not build a bigger building as perhaps some of the other communities that I referenced at the beginning of the presentation.

Now, to some of the meat of what the Plan Commission and this hearing is all about, it's about the planned unit development, getting approval for that, and the three zoning variations that we're requesting. So, these are the criteria, I won't read them, the Plan Commission is very familiar with the criteria for justification of those variations.

The little thumbnail sketches at the bottom focus on two of them. On your bottom left shows the rear parking area that is a police only parking location. That drive aisle between the spaces is 22 feet wide, it's currently 22 feet wide although no variation was ever granted in previous approvals. You can see the pinch points between the generator and the parking garage and the railroad tracks, and we're trying to maintain sufficient although minimal area to replant landscaping along the railroad tracks. So, we're requesting that variation just in this area. It's not used by the public, it actually would never be seen by the public. It's only used by the Police Department for police vehicles.

The second is also in that area, a request to not install one landscaped island that would be in that run right along the railroad tracks of 31 spaces. We require one landscaped island every 20 spaces. Right under that parking lot is onsite detention. Currently, there is zero onsite detention on this campus and our engineer will talk about that in a moment, but the only place to put it is in underground structures. Those structures don't allow

sufficient space to install a landscaped island in that location.

So, those in a summary the justification for those particular variations. There's more detail in your packet addressing each of these criteria specifically.

The other variation we're seeking is from the parking requirement. We did provide a traffic and parking analysis. The Engineering Department conducted a week-long peak hour and ADT, average daily trip traffic, at our main entrance between the proposed police station and the existing Village Hall. The highlighted areas that you can see, the peak a.m. and p.m. inbound and outbound trips combined was on a Friday in November, we have 93 trips. But more importantly, looking at the outbound trips, the peak p.m. outbound trips were 51 on a Monday in November at 5:00 p.m. We also had a total of over 1,000 trips in and out of the campus on that particular day as well.

This is the proposed site plan. You can see the police station is fitting nicely although tight in between the existing fire station and the police building. The main difference that anyone from the public would see with this campus is not only a great looking building and a good functional building but the driveway between the police station and Village Hall is changing. Currently, it's a three-lane cross section, and this exhibit on the left illustrates that. We're changing it to a two-lane cross section.

Currently, there is one lane inbound and two outbound. The one outbound at this location that I'm identifying is a south and east movement, but in reality you can only get two vehicles there before you start backing up into the garage because the length of that turn lane is so short so we're really not losing that much. But what we're gaining on the right is a streamlined entrance into the parking garage. Anyone who has come into the parking garage when other people have been coming into the facility, they are immediately challenged with various driveways. At this point, people don't know which way to turn. There's another driveway here as well as to the west, and then the ramp that goes north.

Under this scenario, those driveways are eliminated. The one that remains here is exit only, for police only, so it really cleans up that entrance. It also allows us to provide a significantly wide sidewalk so customers parking in the parking garage here can either walk across to this sidewalk or down to this striped crosswalk and a nice sidewalk that goes to the front of the police station. Right now, there's about a foot-and-a-half area between the stair tower and the drive aisle, so it's very pedestrian unfriendly for anybody going to the police station.

With respect to the parking code, the parking code requires 620 spaces. It calculates and assumes using all of the buildings, all of the meetings room all at the same time, and that never happens. For example, the roll call room is not used by anyone other than police, yet it's calculated as additional capacity from a parking point of view. Many of those points are outlined in our justification for the request.

Currently, we have 441 parking spaces on site. It's worked adequately with no issues since 2008 when this building was built. We are losing seven spaces with the renovation and rebuild of the police station, so we would have 434 spaces.

We have a lot of historical data as well as recent data on detailed parking counts. Most traffic studies and parking studies that you will see have a one-day count. In 2014 and '16, we took week-long counts; the same in 2009 and 2005. Here you can see the total spaces, they've changed over the years. In 2005, that was prior to building this building and the fire station. The fire station used to be a parking lot there. It was also prior to building the Vail Garage expansion, and that's why there's a higher peak demand of 301 at that time. Since building the Vail Garage, commuters have migrated to the Vail Garage. There's a lot less

commuter traffic and parking in this building.

So, as you can see, in 2016, the peak capacity was 244 spaces, leaving 193 spaces vacant. In the proposed column, we assumed the new parking count of 434, so a loss of seven spaces, and then we projected an increase of 10 percent. Even if we took the 2014 number with 149 vacant spaces and projected a 10 percent increase, we'd still be 120 spaces vacant. In addition, the Police Department works in a shift environment. The peak shift is 60 employees during the day and they're not all on site. Many of them are on patrol.

Another analysis that we did, we took the peak time for each different parking zone. So, visitors have their own parking, employees have their own parking, police, the daily fee and Village vehicles and the Fire Department. We took a worst case scenario, we took the peak of every single one of those even though they're at different days and added that all up and assumed that was the worst case scenario. In 2014, we still had 124 vacant spaces, and in 2016, in the week-long study, we had 151 vacant spaces.

So, at this point, I would turn it over to Steve Blye who is going to present a lot more interesting information on the floor plans and the architecture.

MR. BLYE: Hello, Commission, and Chairman. Thank you for letting me present this. I am also a resident of the city, of the Village, excuse me, about five blocks north of here.

What we're trying to show in the site plan is the big driver of the shape of the building in the site was the enclosed parking structure on the north. This was done purely functionally so that police officers wouldn't be spending valuable time cleaning snow off their car. So, we've got the required number of cars in that lot, and creating a strong simple rectangle and fitting it on this diagonal lot was the big challenge while trying to make the Police Department building itself fit properly with all the right things on the ground floor. There are certain elements that need to be together on the ground floor, some that can go on the lower levels and some that can go on upper levels.

When the building was first laid out and even in earlier concepts, it was designed to look very much like an office building, a municipal office building with just a bunch of windows and a tiny little lobby in one corner. It's very hard to make a beautiful historic building that fits in when you've got just a series of offices that have their lights turned off at night. So, one of the strong elements we have tried to do to make this more public friendly and to be more attractive overall as well as function well is to take a meeting room which is for the public and for the staff at different times, rather than keeping it up on the second floor which would have involved the public going up into the police officers realm, keep it down on the ground floor and make a special statement out of it, put it right in front and center, run a lobby two-thirds the way along the front of the building, and now we will have a lighted up lobby that will enliven the facade, make the building look more alive, it will make the street scape more alive.

So, those three elements, the parking garage, the police facility in the center, and then to the south the lobby and the community room, are the elements that drive the shape of this building. So, the lobby and the community room are one-story with an expression of a little bit of a tower entry feel on the west-southwest corner, a peaked gable expression over the community room to give it a presence. In the center of the building are two floors stacked with a lower level basement and a strong peaked roof with gables that's stepped down. Then stretching out over the police garage to the north, we've carried a few gabled areas that involve locker rooms and workout areas. So, there's a little bit of flat roof area over the police squad parking area.

Now, with the driveways and the public and Village Hall people using

primarily the west driveway, we are letting the police officers enter from the east, sharing the driveway with the Fire Department. So, that driveway will go up there, there will be a sharp left turn right away into the sally port which will allow prisoners to be brought into the building, into the holding and booking area. The vehicle will be backed in, will be able to pull out so that there could be a safe transfer of the prisoner. Then going up to the northeast corner, a sharp turn 180 goes into where evidence garages will be located for if a vehicle is impounded, and cars will be brought in there. Then the majority of the squad cars will go into the east end of the police garage and will park in there on the north and south. Then when they leave, they depart, they'll depart in the northwest corner, shoot straight north, and come loop back around and go down onto Sigwalt. Now, if for some reason they're in an emergency or they decide really need to get north quickly, they can also drive carefully through the garage and exit out going northbound onto Arlington Heights Road, if they just have some reason they really need to bypass that light.

So, that's the general layout of the site. I guess the next slide should go into the building per se. I'm going to just take you to the ground floor so it's a little clearer. The public will enter from the southwest corner there where you see the arrow, main entry, go into the lobby, directly ahead in the gray area there will be a front desk with the officers, and then the patrol area is located directly behind that in the light blue. If the public needs to check their records, they will walk to the right into the green area and they will go up to a window about 42 inches high and check records in that area. If there are meetings held in the community room, they will walk to the right and be in the meeting room. That gray bar area is very much isolated from the rest of the building. Staff and invited guests can go into the rest of the building but the public will be constrained to that part of the building unless they have a reason to be brought upstairs or escorted upstairs.

As you can see, the sally port is the lower southeast corner. A prisoner has been brought in there, taken out of the vehicle, brought into booking, and the cells are on the far east side. The corridor that wraps around is a corridor that not only has the police officers present but when a prisoner is out on bond, he is able to come out from that sally port area right next to the community room. Solid wall, no connection whatsoever, just happens to be next to it.

Behind that is the evidence garage. Then the pink area running east-west where it says Police Entry in the far left, we know that this building is for the police so this is a special entry for the police. It will be sliding doors, very easy for them to go into. They won't have to bang their equipment against doors when they're trying to open it. They'll go right into the concourse. They'll be able to come in from the north from the squad area, they'll go into the patrol area. There is also a stairwell right about where the word Interview is that takes you up into the second floor, and the stairwell is open so that there is conversation and they are able to talk and discuss and catch each other when they want to discuss cases.

I'll go upstairs next. Upstairs, a lot of the administration in the southwest corner. Special investigation area, plenty large. Once again, a concourse, this is the special area that the police call home there, their central space. There's a break area to the east, and then directly north looking into is a fitness room and lockers for men on the west and lockers for women on the east. Community services is right at the edge of Investigations and is off at the end, and it also has plenty of facilities for what they need to do there.

There are stairs and one elevator on the southwest corner, the little square is an elevator. There's a second elevator near the Investigations, and then stairwells as required for exiting and to get up and down into the building.

Any questions on any of these so far?

I meant to go down the stairs into the basement. The basement is meant to be a training area that is very active. Forensics are there. There are some storage and collection there because it's a lower cost area for storage of lots and lots of equipment and things. We keep our mechanical there, but we've got a multipurpose training room, support for training, firearms training, range support, and a firearms range.

Now, this is located under the garage because the noise and the lead dust that occurs that typically migrates through any building is isolated far away under the garage and not put underneath the police station as is the current configuration. This should work better for many reasons. It should also keep it from getting in the air system, it has its own separate air system, so it doesn't migrate the lead dust and noise into the building.

Any other questions there?

CHAIRMAN LORENZINI: No, we'll take questions at the end.

MR. BLYE: Okay, thank you. Roof plan, we're trying to show that it's a bit of traditional roof, sloped gabled roof, so we've got shed roof areas. Lower southeast corner is a tower, and what we'll talk about and show you pictures of it later. The south end there, you'll see the community room roof. The major roof that's two stories high that reaches up to a peak is running east-west with gables on the ends. Then we've got two gabled areas for the workout areas and the locker rooms.

The context, the elevation, we've got a four-story building on the left with a tower that goes five-and-a-half stories, a one-story fire station on the right to the east with gabled areas and roof storage area. Our building is a two-story building with a basement below grade. The floor to floor, we're going up 14 feet to the second floor. We've got a ceiling at about 12 feet on actually above the second floor, a gabled roof, and we're trying to show that the context and the scale is trying to fall between the two buildings, not trying to look too large or too small. We're trying to show a bit of the tower entrance but we're not trying to play up the tower in a strong powerful way. We're trying to keep it low scale but still make it very clear where the entry is, and then let the community room look like a special space of its own that livens, you can see two-thirds of the facade which could be lit up at night.

Seeing it a little closer, on the south along Sigwalt is a drawing you see at the top. One can enter from the south into the tower, walk along the lobby, look at plantings and landscaping. Then the meeting room, we're holding some of the ceilings up high just a little bit for security so people aren't walking by, seeing a whole lot of what's going on.

Then to the far right where you see these windows that are located really high right above the white car, that is the sally port garage. You're just bringing natural light in but you don't want anybody to have any way of looking into that area at all. There are lots of reasons we can go on as to why that sally port garage is there, but it just was the function of the plan, it was absolutely the best place to put it. One way or another we would have had a garage in that corner, it would have been either the sally port or another one.

The west elevation is trying to show, to the right half is the part that will be the most visible to the public as you're on the west drive. What's not shown in the drawing is a parking garage stair tower which falls just to the left, right about where that white car is. It's not shown because the entire garage is there and you'd have a stair tower right up against it, about 11 feet away from that brick wall where the white car is, and we're going to be tying into that stair tower. We reviewed whether we would remove it or not, but we're tying right in and letting that be a way to connect into the building. But the visible part that the public will see is everything

to the right of that center point, the part to the right is kind of a sliver of space about 11 feet wide between the garage and the new police station.

On the east side, you see generally the same kind of conceptual facade, we're trying to match the look of it, two stories and a peaked roof, gabled roof. Then as you get beyond a certain point, we're using brick to save some of the costs, it becomes less visible, it's about halfway back along the driveway to the fire station. Then from the north, noticing it as I live on the north side of the tracks and take the train in everyday, I really see about the top halves of these buildings. We're going to have trees at the lower levels, we're going to have gabled roofs to give the building some presence along the skyline. But the lower part is simply the face of the garage with windows that are high to let light in to the garage.

On the second floor, you've got an open roof deck. We're only showing people up there for scale. We're not supposed to put people there but we're showing it just for scale in the drawings. Then windows with the locker rooms, and then the center higher windows are bringing light into the central stair tower.

I neglected to mention that we're bringing, there's half round windows you see on the south, and that's bringing light into the center part of the open office, the Investigations area, so that even though the officers are removed away from the windows, they'll still get nature lighting and be able to look in. You know, I can't read these dimensions here but I can tell you what some of them, I just can't read them but --

CHAIRMAN LORENZINI: I don't think we need to know the dimensions.

MR. BLYE: Okay. 51 feet I think is the tower, 47 feet at the peak. But the important thing is as you're at the ground floor, you only have about 11 feet from the stone along that lobby until you hit that first gutter line. Then there's a sloped roof, and then you go up 24 feet to the next eave line or gutter line for the second floor, 24 feet. So, the apparent height of the building as you're standing right at the sidewalk is about 11 or 12 feet, then it sets back about 15 feet, and then it goes up 24 feet. Then the roof slopes back and it goes all the way up to about 45 feet. So, it really becomes a much lower scale, it's not a building that goes straight up like the Village Hall, it steps back generously to try to make the building appear less massive than it is. I just can't read those numbers, but that's really the general story.

So, what we're trying to do is create a building that does not try to match the buildings next to it but tries to complement the historic character of the buildings next to it. We're using a little bit different balance of stone and brick. We're putting more stone and less brick on the front as opposed to the existing buildings around us with less stone and more brick. We're trying to get a little bit of a contrast, but yet we're trying to be very historic. Talking about this project and explaining it all to the team, we know that in historic villages like Arlington Heights and all over the suburbs as well as over Europe, you see historic buildings that try to be different but yet they're tied together by the commonality of the historic look.

That's really what we're trying to do. We're not trying to pick a style, we're trying to pick something that we feel is in character. I'm not sure if you want me to describe anything. The larger windows on the ground floor, the lobby of course, the meeting room, the second floor windows, the punched windows, I'd say the ones that run horizontally are for the offices looking out. At the point where the meeting room gloms into there are actually windows looking out from that area into the meeting room so we have light there. We basically bring windows where we need them inside but organized in a nice way.

Aerial view. These planter walls are in this configuration for several reasons. We wanted to break up the flow. There will be lots and lots of landscaping that's not

shown in this drawing, but they will be all over in front and behind the walls. The walls are there not only to create some gracefulness and to keep away from the strong horizontal lines, but as been proven in numerous places around the country, people attack police stations and our consultant actually did a building in Dallas that was attacked and the walls kept the car bomb from going into the building. So, these are trying to not only secure the building but to create graceful looking walls with landscape all around them. We're keeping the sidewalk in tact and we're setting the building back 10 feet as required from the sidewalk.

The back end of the building, you see flat roof areas. But we've tried to keep the gabled roofs so that for the most part from the distance this will not look like a flat-roofed building.

Landscape plan. We're halfway through the design process and we've already pretty much identified the species. We're trying to not do a mono-culture of trees or landscaping, mono-culture meaning one type that if it gets disease it gets taking away. But we're blending trees or blending plant scapes, or blending the times of year that they bloom. We're blending the scale/scope, and we even have some that will look beautiful in the winter when snow is covered.

We've carried the landscaping around to the backside to the extent that we can. To the left you see some area under the garage where we don't believe things will grow, so it will be a rock garden or gravel area that we'll make as nice as we can.

Street scape amenities. We're basically going to replicate or resemble the street scape that we have out in front of the buildings now, in front of the Village Hall and the fire station now. We're adding some seating areas, bench areas, and trees in a row centered on major elements of the building.

I'll let Kevin, our civil engineering, talk about the grading, the sloping and draining. Thank you.

MR. MATRAY: Good evening. Kevin Matray, M-a-t-r-a-y. I am the civil engineer on the project. I think a lot of the site aspects of the project have already been discussed, but maybe I'll touch on a few of the civil components.

Starting with the grading plan, the way the grading design was set was to determine a finished floor elevation of the building that works with the existing site constraints. It is a very tight, narrow site. You know, we have existing drives on both sides, we have the railroad in the back, along with Sigwalt along the face of the building. We had to determine an elevation that was going to work both from an accessibility standpoint but also to allow for drainage and stormwater management of the site.

So, what we first did is set that floor elevation, and then we made sure that the drainage was maintained. So, what we've done is provided either sheet flow, overland flow towards storm structures or directly to the vault itself. Like Charles had mentioned earlier, the stormwater detention is provided for this site in an underground detention vault which is located on the north side behind the police station under the narrow parking lot.

That was really the only usable space for a structure of this size. It's going to be below the asphalt of the parking, but also it will be relatively shallow. I mean it's going to have a pavement section that suitable for vehicular traffic on top of it, but we're also setting it in an elevation where we can get the water to it and it can drain to the existing storm sewers in the street along Sigwalt.

One of the things that Charles had mentioned was the planter island in the rear that we're asking for a variance on. That's for the same exact scenario that I just

described with the vault being where it's placed back there.

Jumping to the utility plan, this is an existing municipal campus. There are several utilities already on the site. We're going to be maintaining the existing infrastructure that's there for both the Village Hall and the fire station, but at the same time we're going to be providing new service connections to our building. At the southeast corner, we'll be making a connection for sanitary to the existing combined sewer along Sigwalt, and then in the northwest corner, we will be connecting a water service that just happens to be the best location to come in with the water. So, we'll be connecting to the water along Sigwalt as well, bringing it up the shared drive aisle between the Village Hall and the police station, and then connecting in the rear northwest corner.

The storm sewer connections to the building will be downspouts at different locations around the building, will be collecting those into an underground storm sewer that then ties into the detention vault in the rear. Along with that, there will be, you know, dry utilities, gas, electric, telecom, that will all be coordinated with the existing infrastructure on campus along with the maintenance and stuff in the rear, sorry, like the generator and the chiller in the rear of the building. That will also be tied into the infrastructure.

The paving plan I think we talked about a little bit, but there are two drive aisles on either side of the police station. The one between the police station and the fire station will be a concrete drive for the emergency vehicles and for the squad cars that are parking in the rear. On the west side of the building that serves the parking garage, there will be a heavy duty asphalt pavement for the traffic that it's loaded for there. There is also a delivery stall or delivery drop-off area along Sigwalt on that drive that we're maintaining that's currently there. The circulation around the site then as you go to the back for the squad cars is just a light duty asphalt section which is rated for the loading that we expect to see there.

There is a brick paver walk in the front of the building that's matching the existing street scape that we have there. Then like Charles had mentioned, we're providing new walkways and sidewalks of the concrete nature along the side of the police station in order to get pedestrian traffic, you know, from the parking garage to the police station. The existing handicap stalls in the parking garage will be maintained with an accessible path provided from the garage to the police station.

We also took a look at site circulation with some of the emergency vehicles that are going to be using the area in the site. Based on talking with the Police Department, these are some of the traffic patterns that we anticipate seeing. We did look at ambulance traffic that is both able to access the fire station and the sally port. We also looked at the fire truck access in order to make sure that they can get back into the rear of the station, that follows a similar pattern that they're currently using now.

This is the squad car, where you see it, we're showing that it can get into the sally port as well as get to the rear parking in the back and come through the proposed parking garage in the back of the police station. So, like we talked about before, they have a couple of options there as far as how they can exit the parking garage. The circulation works for both routes.

Then lastly, we looked at just a typical delivery truck just to make sure that you could still access the new drive aisle between the police station and the Village Hall, making sure that truck traffic can still get in and out, making the turns out onto Sigwalt.

I think that covers, you know, briefly the civil components. I will turn it over to Chris to talk about the construction staging. Thank you.

MR. SIEFERT: Good evening, everyone, Commissioners and Chairman. My name is Chris Siefert, S-i-e-f-e-r-t, with Riley Construction.

So, on the staging plan, one of the things that you're going to notice that I want to point out is on Sigwalt Street, we've sort of set up that parking area that are for parking for those quantities of vehicles that will be offsite for the temporary station for the Police Department. We're going to look to use that, and while it's difficult for the parking, we want to be there because we have to be conscious of the fact of the emergency access that might be taking place at the fire station. So, we need to be out front on Sigwalt Street so we can see what's taking place. You can see that with like the three dark square boxes on the south side of Sigwalt Street there. That way, the superintendents and the field crews can see what's taking place and they'll have a radio and be able to work very closely hand in hand with the Fire Department in an emergency situation and provide some traffic control as necessary if needed.

On the rest of the plan, there's going to be access around and there's going to be some areas that are temporarily going to be closed, and then we sort of highlighted those through the drive aisles. As you heard Kevin talk about, we're going to be bringing utilities through both the drive aisle on the west and the drive aisle on the east between the fire station, having to pretty much, you know, demolish all the pavement that's there and having to reconstruct them. Those will be phased over time, there will be intermittently enclosures that will take place. There's just no other way around it at this point in time.

We've also at some crane locations. There will be one obviously on the south side of the building as they're trying to erect that way, as well as we're going to have to drive around the north side to reach some of the access for the steel structure and some of the precast that's going to be built as well as some of the roofing deliveries.

The temp construction fence is going to be in the far northwest corner along the tracks. We're going to use that parking lot in that area that's underneath, or that's on top of the detention as soon as that's built for our construction staging area and storage of materials.

Another big part that's hard to see on this, we've sort of set up the plan so that the parking garage will get built first. That would get enclosed and that will provide roughly, you know, 10,000 square feet of storage for materials really quickly that's covered throughout the duration of the project so that we can get some of those materials that normally you might see on a typical construction site out along the roadway or on other areas of the site. They'll be enclosed and off and away from any type of security issues or as well as just protection of them from the elements.

Contractor parking, we're anticipating during peak periods we'll have to continue down along the public parking on Davis Street for those that will not be able to fit, you know, in that immediate parking lot to the south of the police station as you go forward.

Traffic movements, we're really going to try and limit all traffic from Arlington Heights, either from the north or from the south and bring everybody in and out along Sigwalt Street. Again, back to my comment of wanting to have a setup for the office for the field superintendent and the field forces to be right there on Sigwalt, so if they're not in a building, if they're going to be working somewhere, they could see what's taking place from a delivery standpoint and be out there with flagger men or other types of traffic control measures that's necessary to help alleviate any congestion that might take place.

Then lastly, we're planning an entrance, you know, into the construction site that's separate from the drive between the fire station and the new police station there on the southeast corner. Any questions?

CHAIRMAN LORENZINI: Not at this point, thank you.

MR. MATRAY: Sorry, one last thing. I know it's civil engineering, it's super exciting, but I do think it's important to note that currently existing on site for the municipal campus, there is no stormwater detention provided. So, the stormwater detention that we're providing in the back will be per MWRD and Village ordinances and will be a regional benefit to the area. You know, by storing this water onsite, releasing it at a rate that's approved by the ordinances, you'll be taking undue water out of your storm sewer systems and your combined sewers that's currently taxing them.

MR. PERKINS: That concludes our presentation. We do have a lot of information on our website. That's a screenshot of our website, so it's got the 2015 feasibility study, presentations that have been done to the Board, and updates periodically of where we are on this project. So, we are happy to answer any questions that the Commission may have. Thank you.

CHAIRMAN LORENZINI: Thank you, Charles. Is there going to be a Staff report or the Staff report is done?

MR. HUBBARD: Yes, so if the Plan Commission would just bear with me, I've got a 20-minute Staff report. Just kidding. I am not going to evaluate the Staff collaborative effort here. I will summarize the Staff recommendation.

So, we did recommend approval of this application subject to conditions one through five. The first condition is relative to final engineering. Mostly, preliminary engineering is already done at this point. We're just trying to cross the t's and dot the i's, and that's what this condition is going to address.

Also, there was an existing dumpster behind the fire station that's going to be removed. We have not yet found a location for that, so condition number two is going to address that.

Number three, I think we're still analyzing designs for the mechanical equipment to the rear of the police station. Initially, it was at grade. I think we're looking into a sub-grade area for this mechanical equipment, so these details have not yet been completed and finalized. So, condition number three is meant to address that.

Again, condition four is pretty standard, just compliance with the Design Commission. Then five is the very standard condition that we always find.

So, we are recommending approval of our project, we're very supportive of it, and happy to answer any questions.

CHAIRMAN LORENZINI: Is there a motion to enter the Staff report into the public record?

COMMISSIONER GREEN: I'll make that motion.

CHAIRMAN LORENZINI: Second?

COMMISSIONER SIGALOS: I'll second it.

CHAIRMAN LORENZINI: All right. All in favor?

(Chorus of ayes.)

CHAIRMAN LORENZINI: Opposed?

(No response.)

CHAIRMAN LORENZINI: Very good. Okay, now we open it up to the questions from the Commissioners. Commissioner Jensen, would you like to start?

COMMISSIONER JENSEN: Yes, just a couple of very minor things just for information. You mentioned the \$27 million roughly is the cost of construction. Any idea what the

additional cost may be on construction? So, if we were looking at the total cost of the project, what are we looking at?

MR. PERKINS: Yes. So, \$27.985 million is the construction only. The total project cost including temporary relocation, rent, other fees and soft costs, \$32.9 million. The Village Board issued that bond in February last year. We had a window to refinance some existing bonds and the interest rate was very good. We got an interest rate of 2.93 percent. We did, this little fact sheet, we did mail this to every person that received the mailing and it does have that information on there.

COMMISSIONER JENSEN: Next is you mentioned you did have a neighborhood meeting and you expanded the range significantly. About how many people showed up and what was the sense of their comments?

MR. PERKINS: There were seven residents who showed up. They had a number of questions. One of their primary questions had to do with whether this project would impact them from a flooding point of view. So, I explained the situation as Kevin mentioned, that currently we have zero stormwater detention. We will be detaining water onsite that's going to have a regional benefit.

There were other questions, most of them had to do with construction. They were concerned about construction start times, not starting before 7:00 a.m., that no construction traffic travels south through the neighborhood. Those issues have been relayed to Riley Construction. They will be making the subcontractors aware of that and the superintendent on the site in that south parking lot will be monitoring that.

Overall, they were generally very complimentary. They liked the architecture and the design. They liked the fact that it was, you know, one-story initially before it stepped up to a two-story element to soften the impacts. They liked generally what we were presenting to them.

COMMISSIONER JENSEN: I think it's very, very good. Last question, will you have a bike rack?

MR. PERKINS: I'm a big cyclist. We currently have two bicycle racks, and if we need more, we will add additional ones. They're currently not used to their maximum, so we don't believe there's a need to add an extra one at this time. But we do have spaces where we could put additional bike racks.

COMMISSIONER JENSEN: Good, because I think this is the optimal place to put one if you need one.

MR. PERKINS: Correct.

COMMISSIONER JENSEN: This is on public property, the public would pay for it, so I think it would be a great idea. I think it's a wonderful project. I think it's been very well thought out over a long period and I'm very supportive.

CHAIRMAN LORENZINI: Commissioner Warskow?

COMMISSIONER WARSKOW: Yes, I just want to voice my support. My father was a policeman for 30 years, so I think you guys deserve a better facility than what you have now. I can appreciate how long you've waited for it.

My only real question in terms of the design was the sally port is next to the community room. I would assume there's all safety precautions, that there's no bullets that can penetrate between the sally port and the community room. Correct?

MR. PERKINS: That is correct. You know, what you're seeing kind of is a blocking floor plan. Due to safety and security reasons, we obviously have detailed floor plans.

But due to issues that have been happening around the country, we're not making those available to the public. So, we appreciate your questions, and you can't see what we know, but yes, it is separated. The sally port does not butt right up to the community meeting room. There's actually a secure hallway. Both the sally port and the booking cells are reinforced walls and things of that nature. So, it's being designed to meet all of the latest requirements and standards.

COMMISSIONER WARSKOW: One last thing. My full-time job has to deal with energy efficiency, and I know there has been mention of efficient lighting, occupancy sensors and all. Unfortunately, the energy efficiency playing field is changing right now between the Department of Commerce and Utilities. But if there becomes an opportunity where you could take advantage of incentives for doing things beyond code, would that be something that the Village would look into?

MR. PERKINS: Yes, we would, and we have explored different energy efficient categories. So, there's the category that you have to do, you've got to meet the energy efficiency code and the international building code, you know, energy efficient lighting, the light sensors, things like that. All that makes sense.

We then looked at three different HVAC systems, you know, one of which was geothermal. The reason I put the site plan up here is because the site is so constrained, the only place to drill those wells would have been in the parking lots on the south side of Sigwalt. To get enough wells to provide, you know, to supply this building, was it like 40 or 50 wells?

MR. MATRAY: Yes.

MR. PERKINS: Yes, it's like 40 or 50 wells, 500 feet down, and they take, you know, like a week to drill each one. Those neighbors probably wouldn't appreciate that. Public Works Department did go out and visit three other facilities, a school and two park districts I believe that had geothermal, all of which had problems. They didn't keep humidity, they had various issues with leaks, and we have a 24-7 facility, you know, we can't have those kind of issues. So, we ruled out geothermal.

Personally, I'd like to see some rainwater garden system here, but as you can see there is virtually no space on the site. If there were some grants for solar or something like that, we'd absolutely explore that.

COMMISSIONER WARSKOW: Okay, well, there is community solars, a thing that is going to happen. So, I don't know if the police station or any of our municipal buildings would work for that. But that is something coming up.

I was speaking more towards the internal efficiency of the building. Right now, the Department of Commerce offers incentives for public sectors new construction, that if you did some modeling and you showed that modeling went above code, you could earn incentives for that. So, I'm just saying unfortunately bells might not be there, but if there was something similar, that I would like to see the Village explore those.

MR. BLYE: We do a great number of buildings that are very highly energy efficient.

CHAIRMAN LORENZINI: Excuse me, if you could?

MR. BLYE: Oh, I'm so sorry, yes. Our firm is known for doing energy efficient buildings. We are not being asked to do a LEED building in this case, but we are trying to introduce LEED features wherever we can. You know, we're not doing some of the modern things like putting screens on windows that will take away from the historic character, but things such as even the stone we're trying to get mined from Missouri, not too far away from St. Louis, so it's not

too far to drive and all the cutting and all that is being done. But our firm does do numerous LEED buildings and so we're taking the best of what we've learned and trying to incorporate it into this building.

COMMISSIONER WARSKOW: Okay. I would just encourage the Village, if there are incentives for all of this stuff that you're doing, to look into that when Commerce takes over the energy efficiency grant process.

MR. BLYE: Thank you.

CHAIRMAN LORENZINI: Commissioner Green?

COMMISSIONER GREEN: I really have no questions. I just want to say it was a great presentation. I think it's a good looking building and I'm behind it a hundred percent.

CHAIRMAN LORENZINI: Commissioner Cherwin?

COMMISSIONER CHERWIN: Yes, I would echo what my fellow Commissioners have said. Great presentation. You know, I think a very well thought out plan in many ways and I appreciate both the Village and the Police Department, you know, especially the Police Department enduring it for a while under less than ideal circumstances but, you know, sort of taking one for the team knowing that we want to be fiscally responsible and make sure we've got the right plan in place before we start constructing. So, I commend all of you on that. Great presentation.

I guess the questions I had coming in were going to be around parking and stormwater. It looks like everybody addressed those very well. So, I have nothing but support for it.

I guess the two questions I did have that came up during the presentation, I was thinking, I'm just curious to see if there was any thought of, one was in the police garage, I presume that you looked at sort of the interceptor vehicles going to the garage and everything, I presume that that's adequate for virtually all of the police vehicles, even the larger ones, the SUVs or some of those vehicles as well. You're nodding, so I'd assume that that's accurate.

MR. BLYE: Correct.

COMMISSIONER CHERWIN: Okay. The other thing, I was just curious, you talked about the flat roof maybe in the back of the police squad parking area and that not being accessible. It looked like you had some figures up there but you're not going to allow that to be an open space for the officers, that's just going to be closed down with a flat roof?

CHAIRMAN LORENZINI: Could you please come to the microphone please?

MR. BLYE: Yes.

COMMISSIONER CHERWIN: It just seems like it might be an opportunity to have some sort of secure space where they could get some outside leisure space.

MR. BLYE: What we're believing is the image, the small square at the bottom of the drawing that has the garage doors on it, the windows that look out under there is the police lounge. Now, we're thinking there could maybe be a handrail set back a ways and have a small area that's paved possibly for them. But we're trying to also not give the impression that the police officers spend their time lounging around. We don't want the public perception, I mean that's not something we hear but the police officers would not like that perception. So, we're not trying to do that.

Now, when you see the people on the roof in my drawing, it's simply I'm trying to show everybody how big everything is.

COMMISSIONER CHERWIN: Right, okay. Well, I certainly as a villager wouldn't mind if they had some area of that space but, you know, that's fine. Thank you and I'm supportive of the project. Nice work, everybody.

CHAIRMAN LORENZINI: Commissioner Sigalos?

COMMISSIONER SIGALOS: First of all, I'd like to thank Charles. That was an excellent presentation, both by yourself, Charles, but also the architect and construction team. Left very little to the imagination, that's for sure.

One question I have, I see in the Staff report that even though you're expanding to 70,000 square feet, you're still going to be using some long-term offsite storage in a police annex, formerly unused Fire Department facility. Where is that?

MR. PERKINS: It's a building that's owned by the Park District but we paid for half of the building and we have an intergovernmental agreement with them. It's on the north side of Arlington Heights by Nickol Knoll Golf Course.

COMMISSIONER SIGALOS: Okay, and then also you'll be using some space on the fourth floor, the Village office, long-term evidence storage or what have you?

MR. PERKINS: That's correct.

COMMISSIONER SIGALOS: So, even though this building is 70,500 square feet, it's still not providing all the ultimate space that you really, really need?

MR. PERKINS: That's how we were able to reduce the size of the building from 75,000 that was part of the 2010 study to 70,500 in the 2015 study. Maybe Deputy Chief Pecora can talk about why we need more storage because they have to keep evidence almost forever.

DEPUTY CHIEF PECORA: Since I've started, the General Assembly has enacted certain pieces of legislation that require law enforcement agencies to keep certain pieces of evidence forever. Murder, criminal sexual assault, those evidence, pieces of evidence have to be kept forever. We have to go to court after the person who has been convicted of a crime has passed away, there are no other witnesses. So, murders that I investigated as a detective in 1990, we still have stored in the basement. We have a murder scene, we have pieces of wall board that were preserved with blood spatter, not to get into details, but they were boxed up in a shadowbox for court presentation, and we have those in the basement. There's almost 1,000 square feet of evidence that we need to maintain to adhere to statutory regulations, and we need to put that stuff someplace.

There's a big issue with chain of custody. When we demolish the building, we need to put our existing evidence someplace so it can't be challenged in court. What we're going to do to comply with that is build an evidence locker on the fourth floor, so when we deconstruct the building, we have our evidence in a secure format in this facility that can't be challenged by any attorney with respect to a chain of custody issue.

COMMISSIONER SIGALOS: So, the fourth floor storage, will this be temporary then while the existing police station is being demolished and the new building constructed?

DEPUTY CHIEF PECORA: Yes and no. It will be temporary storage for our active evidence. It will be permanent storage for our long-term evidence. So, that's stuff that we're required to keep by statute that no longer has a law enforcement application simply other than storage will stay on the fourth floor and be preserved under lock and key, alarm, and a 24-7 camera.

COMMISSIONER SIGALOS: So, today in 2017, you're all relatively fine with

the fact that the storage that you have, both within the new building and offsite, will last for many, many years and we're not looking at ten years from now building an addition or what have you?

DEPUTY CHIEF PECORA: Well, yes, again using the perspective since 1982, the evidence that we've collected has been manageable in the evidence vault that we have in the current building. Yes, we're expanding it to allow for future evidence collection. But I think the space that we've designed in conjunction with the long-term evidence on the fourth floor should be sufficient for the 40, 50-year life space of the projected building.

COMMISSIONER SIGALOS: Well, thank you. That was my main concern.

DEPUTY CHIEF PECORA: Thank you.

COMMISSIONER SIGALOS: Again, I think it's an excellent project. I think your presentation was excellent. I'm in full support of it.

DEPUTY CHIEF PECORA: Thank you very much.

CHAIRMAN LORENZINI: Commissioner Dawson?

COMMISSIONER DAWSON: So, just to concur with everyone else, it's a great project and you did a great presentation. My son did the World of Work through Windsor last year and did a tour of the Police Department and it was just so, I understand that you had to wait for the money and all that, but it was just disheartening to see the conditions that officers are existing in while they're trying to keep us safe. So, you know, you guys deserve everything that we can throw into this building.

I did have just a couple of questions, Charles. On the goals, you said the 2015 goals, I don't really know how much this relates to this plan but I was just curious, who wrote the goal, where does the goal come from that says sustainable materials only if it doesn't cost more?

MR. PERKINS: That was specifically discussed at the Village Board level.

COMMISSIONER DAWSON: Okay. So, it seems like it's coming from a community concern. Is that, would that be --

MR. PERKINS: I think it's coming from a cost perspective concern that some energy efficient measures cost a little bit more than non-energy efficient measures. I know when we did this building, we looked at certification and we got cost estimates for modeling, and it was, you know, a six-figure number just to do modeling to try to get certified. So, I think there was some concern about that, not that I'm saying the Board members aren't for energy efficiency because I think they are if it makes cost effective sense. That was the gist of that goal.

COMMISSIONER DAWSON: Okay, I agree with you, I think that they are. Just it's a little disheartening to me to see that sentence because I do think it comes a lot from the community that they're concerned about taxpayer dollars and not in my own preference which is different to that. I was just curious where it came from.

Beyond energy efficiency though, it sounds like, I forget who was ever talking, that there's other things going on in place. Are we looking into water efficiency, recycled materials being added in, plus recycling materials being removed? So, we're doing all we can essentially?

MR. PERKINS: I'll ask Steve if he can talk a little bit about the types of materials that we've been looking at.

MR. BLYE: Well, one interesting thing that we're trying to incorporate is that there were hundreds of thousands of ash trees removed around the community. We were thinking why bring in new wood from somewhere else when we've already got these ash trees.

We think this will be a really great, not we're saying public relations but the public should appreciate the fact that trees that were removed all over the area were being sent out to Geneva, Illinois and milled and cut and timbered, cut and shaped so that we can actually put it on the walls and maybe in timbers in the lobby. We're investigating it very, very seriously right now. We can't think of a reason why that wouldn't work, but that's one thing that we think right there is being a very strong, sustainable, as well as symbolic gesture for the community.

We're basically looking at, our mechanical engineers are known very well, the company's name is 2010, and they're known for their energy cycles and the equipment that they use. They're state of the art. They're the ones that pushed very hard to try to do geothermal, and it's only when we realized that the site limitations are what stopped us.

We are also putting mechanical equipment inside the peaked roof, sloped roof. If we were to put rooftop units on a flat open roof, the life span of the mechanical equipment would be about one half, 20 years versus 40 years. So, we're looking at trying to keep the equipment maintained well.

Rainwater, we just don't have much site to handle that, but our detention system as we've already explained is going to handle regionally a lot of the water problems.

You know, we'll probably use LED lights throughout anywhere except exceptions where it doesn't make sense. That would be energy efficient.

I'm trying to think what else you might want to know.

COMMISSIONER DAWSON: Water efficiency? Water efficient toilets and all that.

MR. BLYE: Water, oh, yes. That's just so much of a given now that we almost forget to bring it up. Yes, we will. But we'll be careful not to use the toilets that literally don't work. I mean they have to work well.

COMMISSIONER DAWSON: Right.

MR. BLYE: Some of them have gotten ridiculous where you just can't keep them clean. So, yes, we're going to do all that.

COMMISSIONER DAWSON: Great. So, the only thing that I think was missing from the just natural flow of this terrific presentation was more emphasis on the wonderful things the Village is doing with the constraints that it has with this building to do as much environmentally, sustainable and friendly. I love that you're trying to use the ash trees, I think that's terrific. I think the community needs to know that. So, I think that's great.

Commissioner Warskow already mentioned this and it seems so silly to ask the Police Department, not necessarily just, I mean come on, you guys are responsible for our safety so it's so odd to ask a question about safety, but not just the sally port between the community room, but just nod your head or say there's going to be security measures in the public access to the community room as well. Right? Because I see that as potential someone coming in, wants to cause damage to the Police Department, if they can get access to the community room and get a civilian to use.

So, you nodded your head. That's all I needed to hear. I totally appreciate that you can't tell us all the details.

So, wait, I just lost this. I also agree, I'd love to see some aspect of the flat roof being able to be used, people that go outside. I think the days of people thinking that police officers lounge around, I hope the days of people thinking police officers lounge around are gone, maybe they're not, but everybody needs outside access. Everyone needs that if they can

get it. I think that our staff, our police officers work so hard, it would just be a nice thing for them to have an outside access area if we can do it. I'm not saying we have to.

MR. BLYE: Well, everyone on this team, it's been our original perception to do that. There may or may not be a change of perception that Charles could address but we are going to try to do that.

COMMISSIONER DAWSON: If it's bad PR, don't do it. But I'm just saying I am not only a member of the Plan Commission but a member of the community, and when I look at this building, I think of people who live and breathe and are here all the time. That would just be a nice, added benefit for them to have.

When we were doing the tour on the World of Work tour, I learned that exercise facilities are paid for by the police officers. Did I learn that correctly? Am I remembering that correctly? This really goes outside of building the building, but is that correct?

DEPUTY CHIEF PECORA: Some of the equipment that is in the existing facility was paid for by the FOP. There were some donations from clubhouses, from apartment complexes that replaced our equipment. So, we have a hodgepodge of equipment in the facility.

We have a team within the Police Department who have physical fitness background, and we put them in charge of constructing the new fitness equipment. One thing that we're going to do because it's not in the budget, the FF&E budget for the new equipment, we're going to take money from our drug forfeiture account and we're going to appropriate that for our fitness equipment. So, the money that we took away from the narcotics dealers is going to pay for our fitness equipment.

COMMISSIONER DAWSON: That's great. Because I did comment on that to the police officers, I couldn't believe that they were having to buy their own equipment. I mean a police officer should have the best physical fitness equipment we can give them. They're keeping us safe. So, I love that, that's terrific. I'm glad that we're doing that.

So, then the last thing that I just wanted to comment on is just a plug for the Village and the Village Hall. I love that we're using excess space here because many people complained about the size of the Village Hall. But the whole vision behind the building was for these specific types of needs that we couldn't necessarily anticipate. So, seeing it being used for that purpose, seeing it helping the Police Department and reducing cost over here is exactly what we were trying to do with the building. So, I think that's another great aspect that the community should know more about.

So, other than that, it's a great project.

CHAIRMAN LORENZINI: Thank you, Susan. I've got a few questions. It's such a good presentation I've got a lot of questions.

Deputy Police Chief Pecora, could you please answer a few questions?

DEPUTY CHIEF PECORA: Certainly.

CHAIRMAN LORENZINI: Again, a lot of these are just curiosity on my part, and I have been involved with several police facility designs over my career. I was curious about your comment about the gun range. You mentioned rifles being used also. Is the range long enough to give a good reading on what you would do with a rifle? Again, it's just a curiosity question.

DEPUTY CHIEF PECORA: Our particular range, is it adequate?

CHAIRMAN LORENZINI: Yes.

DEPUTY CHIEF PECORA: It's adequate in size and depth, but it's not

adequate to handle the 223 round that we deploy in our squad cars now. When I started, we had a shotgun in every squad car, and the range could handle the double-ought buck that we had in a shotgun. But as we progressed in lessons learned from other encounters throughout the United States, we've advanced the weaponry in the squad car to the point where now there's a 223, and the range that we have now cannot handle that range.

CHAIRMAN LORENZINI: When you say it cannot handle it, it cannot handle stopping the bullet?

DEPUTY CHIEF PECORA: It won't. The blinds, the baffles at the end of the range will get penetrated by the round if we shoot that, right.

CHAIRMAN LORENZINI: But is the range long enough to give you a true reading on the accuracy?

DEPUTY CHIEF PECORA: It's long enough. We don't expect our officers are going to be snipers. So, close quarters is what we train for.

CHAIRMAN LORENZINI: Okay, and when you bring people to the sally port, can you go to the floor plan, Sam, that shows the sally port? So, when you bring, I've heard concerns by policemen over the years that when you bring somebody in to like the sally port and you have to drag them back kicking and screaming possibly, where would they ultimately end up being locked up?

DEPUTY CHIEF PECORA: As the sally port is designed, in the northwest corner of the sally port will be a door that will access the booking area. If you split the booking area down the middle, to the right is the cells. On the north half of the booking area will be the female detention area separated by sight and sound; the lower half will be the male detention area. Everything on the left side or the left half of the booking area is for processing, and that's the booking counter, the live scan for fingerprints, the photograph area. Along the left wall or the west wall would be a suspect-attorney detention conversation area.

CHAIRMAN LORENZINI: Is there going to be a separate washroom for them?

DEPUTY CHIEF PECORA: There is. Right in the middle, there is a detention washroom. In each of the cells obviously there is a washroom facility.

CHAIRMAN LORENZINI: Is the capacity, is there going to be more capacity than there is now for locking people up?

DEPUTY CHIEF PECORA: Correct.

CHAIRMAN LORENZINI: All right. You talked a bit about records and you explained pretty well the need for record retention. But is there any type of electronic record backup? This is probably a question for the entire Village. Is there backup systems for electronic records?

DEPUTY CHIEF PECORA: Our IT department does backup our records management system.

CHAIRMAN LORENZINI: All right. Question, I think final question, well, actually a couple more. Certainly you made a good case for needing the size of this police station compared to other departments, other municipalities and the size of their population and whatnot. But are any of those other police departments that we're comparing to, do other things in those buildings besides what we do here? Like are there other major functions being held in those other buildings?

DEPUTY CHIEF PECORA: The Hanover Park Police Department, the Hoffman Estates Police Department, the Palatine Police Department are all standalone law

enforcement buildings. There are no other local government --

CHAIRMAN LORENZINI: Okay, so it's a good comparison.

DEPUTY CHIEF PECORA: Correct.

CHAIRMAN LORENZINI: Nobody can argue with that, okay.

DEPUTY CHIEF PECORA: Correct.

CHAIRMAN LORENZINI: Oh, this is always a contentious topic. When you design a locker room facility or a washroom facility, you've always had at the point in time so many male and so many female employees. But as time goes on, generally the female population grows. Have you allowed for that growth in any way in this design?

DEPUTY CHIEF PECORA: We have taken that into consideration, yes. In our current facility, we have a male locker room and we have a female locker room. We also have a male supervisors office/locker room. You can tell the people that designed the building had no forethought of female supervisors. In our current design, we have two. Because we are being cost conscious, plumbing is expensive, we have a male and a female locker room. Within the respective locker rooms, we have sub-rooms, if you will, for supervisors to allow the rank and file to have their conversations and their sanctuary and if a supervisor walks into the locker room, that there is a separate room within the respective locker room that they can change without interfering with some conversation.

CHAIRMAN LORENZINI: What about if the employee population, female population grows and you need more locker room space?

DEPUTY CHIEF PECORA: We currently have 13 female officers, and I believe the program space and the current locker room is upwards of 30 lockers for females. So, we've projected an increase and we are actively recruiting to try and match the demographics of the community within our Police Department.

CHAIRMAN LORENZINI: All right, and a couple of questions for Mr. Blye, the architect.

MR. BLYE: I was going to finish that answer, too. If I go to the roof plan on the far right, the smaller shape, that is where the women's locker is. There is room to expand northward if we needed to. There is room right there on the roof.

CHAIRMAN LORENZINI: Sometimes it's as simple as removing a wall.

MR. BLYE: Yes, it could be that, but you know, you don't want to take it off the fitness room. The nice thing is the flat roof is intentionally designed so that you walk right out onto it, if you needed to, you can expand out and cover the entire flat roof and double the size of the fitness room and expand the women's.

CHAIRMAN LORENZINI: Now, this question maybe is as much for Sam as you, but the generator, that's got to go outside, you have to exercise it once a month I believe. Is there any noise issue where it's going to be?

MR. HUBBARD: It would be below grade, so that's one of the things that we're --

CHAIRMAN LORENZINI: It's going to be below grade? Is that going to fit?

MR. BLYE: Correct.

MR. HUBBARD: So, I think Public Works was going out and looking at some of the existing facilities that had those to analyze that and determine, you know, would that be an impact or not. If it was a problem, then we can go back to the standard enclosure in which it would be put in.

CHAIRMAN LORENZINI: One picture that Deputy Chief Pecora showed

was the rotting metal frame. I noticed you're putting a lot of the storefront frames up on stone --

MR. BLYE: Yes.

CHAIRMAN LORENZINI: So, that's obviously, it works well to keep the --

MR. BLYE: Yes, I have a personal concern about never bringing window mullions down to the ground except where you absolutely have to.

CHAIRMAN LORENZINI: Again, just to justify the size of the building, the standard space being allowed for employees, is that pretty standard throughout the industry?

MR. BLYE: Yes, as a matter of fact, we haven't been trying to get down to the minimum of corridors. We've kept the corridors with the idea that a standard individual civilian is walking around at a certain body width, and when you've got holsters and things all over the side that catch and bang, we've created it a little bit wider so where we might be able to handle a 40-inch wide stair typically, we're widening our stair to five feet. Instead of four feet, we go five feet. We're trying to avoid having police officers running into each other and their equipment hitting each other in the legs.

So, we are keeping everything at the comfortable minimum, but then the expansion is because we know these are a little wider than normal with all this stuff.

CHAIRMAN LORENZINI: A concern I always have is, you know, the old Taj Mahal concept. Now, good architecture here, you can get a nice looking building for the same price as bad architecture.

MR. BLYE: Yes.

CHAIRMAN LORENZINI: So, the one question I do have, is there much atrium space in the building?

MR. BLYE: No, actually.

CHAIRMAN LORENZINI: That's a good thing.

MR. BLYE: Well, no, I should say that there is a stairwell that goes two stories. We're creating a little bit wider opening, I don't know, three feet maybe beyond the width of the opening, so that there is an intentional feeling of an openness. But it's only over the length of the stair that goes from the second floor to the first floor, and that's for police officers only. That's not only to bring light up and down the building through the skylight, but it's also to allow somebody to be walking by and catch the eye of somebody and ask a question.

The Police Department is doing a lot to try to keep from segregating the investigators at one level from the patrolmen at another level. They are segregated within the building due to the need to keep some people on one floor and others on the other floor because their departments don't fit, but they're trying to let them intermix. They are intermixing in this two-story concourse area which is two separate hallways lined up on top of one another with simply an opening right above the stairway that's a little wider than it has to be just to get a little bit more visibility in and conversation.

CHAIRMAN LORENZINI: I think my final question will be for Charles. The community room, who will be using it? Because we really have community rooms in this building, right?

MR. PERKINS: Yes, we do. But the Police Department, they do host community events. They have crime stoppers, other activities that occur currently in the second floor community room. This proposal would have it on the first floor, so, you know, it could be used more by community groups. The intent is to allow it to be used and to allow the public to feel that this is their police station when they come in that, you know, main lobby area. They can go, you know, talk to the front desk, they can go up and get any records that they need, they could be

going there for a meeting. But then it's secure as you can see on this exhibit here, everything else is certainly secure behind there.

So, you know, it will have a little bit more usage than perhaps it does today.

CHAIRMAN LORENZINI: Okay, thank you. That closes the Commissioners' questions portion of the public meeting. I'm going to open it up to the public. Anybody in the public have any questions? If not, we'll close that part of the meeting and go back to the Commissioners for final questions, deliberations or recommendation, motion. Commissioner Jensen?

COMMISSIONER JENSEN: Nothing further.

CHAIRMAN LORENZINI: Commissioner Warskow?

COMMISSIONER WARSKOW: No additional questions.

CHAIRMAN LORENZINI: Commissioner Green?

COMMISSIONER GREEN: No.

CHAIRMAN LORENZINI: Commissioner Dawson?

COMMISSIONER DAWSON: No questions.

CHAIRMAN LORENZINI: Commissioner Sigalos?

COMMISSIONER SIGALOS: No further questions.

CHAIRMAN LORENZINI: Commissioner Cherwin?

COMMISSIONER CHERWIN: No.

CHAIRMAN LORENZINI: Recommendation?

COMMISSIONER DAWSON: I'll make a motion.

A motion to recommend to the Village Board of Trustees approval of PC# 16-024, an Amendment to PUD Ordinances 05-041 and 78-026; a Variation from Chapter 28, Section 11.4, to reduce the number of required parking spaces from 620 to 434 parking spaces for the municipal campus; a Variation from Chapter 28, Section 11-2-8, *Minimum Drive Aisle Width*, to reduce the drive aisle in the rear parking lot from 24 feet to 22 feet for police vehicle parking; and a Variation from Chapter 28, Section 6.15-1.2(b) to waive the requirement for one landscaped island within a row of more than 20 parking spaces in the rear of the police parking lot.

This approval shall be subject to the following conditions:

- 1. Final engineering plans, details, and calculation shall be required prior to the issuance of a building permit.**
- 2. Location of fire station dumpster shall be determined prior to issuance of a building permit.**
- 3. All mechanical equipment shall be completely screened.**
- 4. The Petitioner shall comply with the Design Commission recommendation of February 14, 2017.**
- 5. The Petitioner shall comply with all applicable federal, state and Village codes, regulations and policies.**

CHAIRMAN LORENZINI: Second?

COMMISSIONER SIGALOS: I'll second it.

CHAIRMAN LORENZINI: Commissioner Sigalos has seconded. Roll call
vote please.

MR. HUBBARD: Commissioner Cherwin.

COMMISSIONER CHERWIN: Yes.

MR. HUBBARD: Commissioner Dawson.

COMMISSIONER DAWSON: Yes.

MR. HUBBARD: Commissioner Green.

COMMISSIONER GREEN: Yes.

MR. HUBBARD: Commissioner Jensen.

COMMISSIONER JENSEN: Yes.

MR. HUBBARD: Commissioner Sigalos.

COMMISSIONER SIGALOS: Yes.

MR. HUBBARD: Commissioner Warskow.

COMMISSIONER WARSKOW: Yes.

MR. HUBBARD: Chairman Lorenzini.

CHAIRMAN LORENZINI: Yes. Congratulations! You received a unanimous
approval. Is there a date on the Board of Trustees, Sam? Or Charles?

MR. PERKINS: We're anticipating March 6th for the Village Board.

CHAIRMAN LORENZINI: When is construction due to start?

MR. PERKINS: We are looking at this summer all things going well, early
summer.

CHAIRMAN LORENZINI: How long will it take?

MR. PERKINS: Chris? Like 14-16 months? 16-18 months?

MR. SIEFERT: Yes, we're targeting 14 to 16 months. Targeting trying to get
the building closed by this winter if at all possible if we're dried in. So, all of you please say
prayers so that I can repeat this venture --

CHAIRMAN LORENZINI: Now, you're going to be the general contractor or
the inspector?

MR. SIEFERT: Construction manager, we'll be onsite.

CHAIRMAN LORENZINI: So, you're going to bid the individual contracts?

MR. SIEFERT: Yes.

CHAIRMAN LORENZINI: Okay, and it's going to go to the low bidder on
each one or how is the bid work going to work? Or is it going to be qualification based?

MR. PERKINS: Be pre-qualified, public notice for pre-qualification of
subcontractors, and our contract is with Riley Construction. Riley Construction will hold the
contracts with all the subcontractors. We will negotiate a GMP, guaranteed maximum price,
probably in the next couple of months with Riley for the project.

CHAIRMAN LORENZINI: Their commission is based on a certain
percentage of the total cost?

MR. PERKINS: Their fees have already been negotiated. We issued an
RFP about a year ago and had 10 construction managers/firms respond. We negotiated the fees,
interviewed three or four firms twice, and then selected Riley Construction based on that. So,
their fees are already negotiated as part of our contract with them.

CHAIRMAN LORENZINI: Good. Well, good luck to all, thank you.

MR. PERKINS: I would like to thank the Commission. I'd like to thank the
team that's both here and not here that have worked really hard on this project. I'd like to thank

Sam and all the other departments that have been involved in this as well. So, thank you very much.

CHAIRMAN LORENZINI: Thank you. Okay, anything else on the agenda, Sam?

MR. HUBBARD: No.

CHAIRMAN LORENZINI: Do the Commissioners have anything? If not, motion to adjourn?

COMMISSIONER DAWSON: So moved.

CHAIRMAN LORENZINI: Second?

COMMISSIONER GREEN: Second.

CHAIRMAN LORENZINI: All in favor?

(Chorus of ayes.)

CHAIRMAN LORENZINI: We're adjourned.

(Whereupon, the meeting was adjourned at 9:05 p.m.)

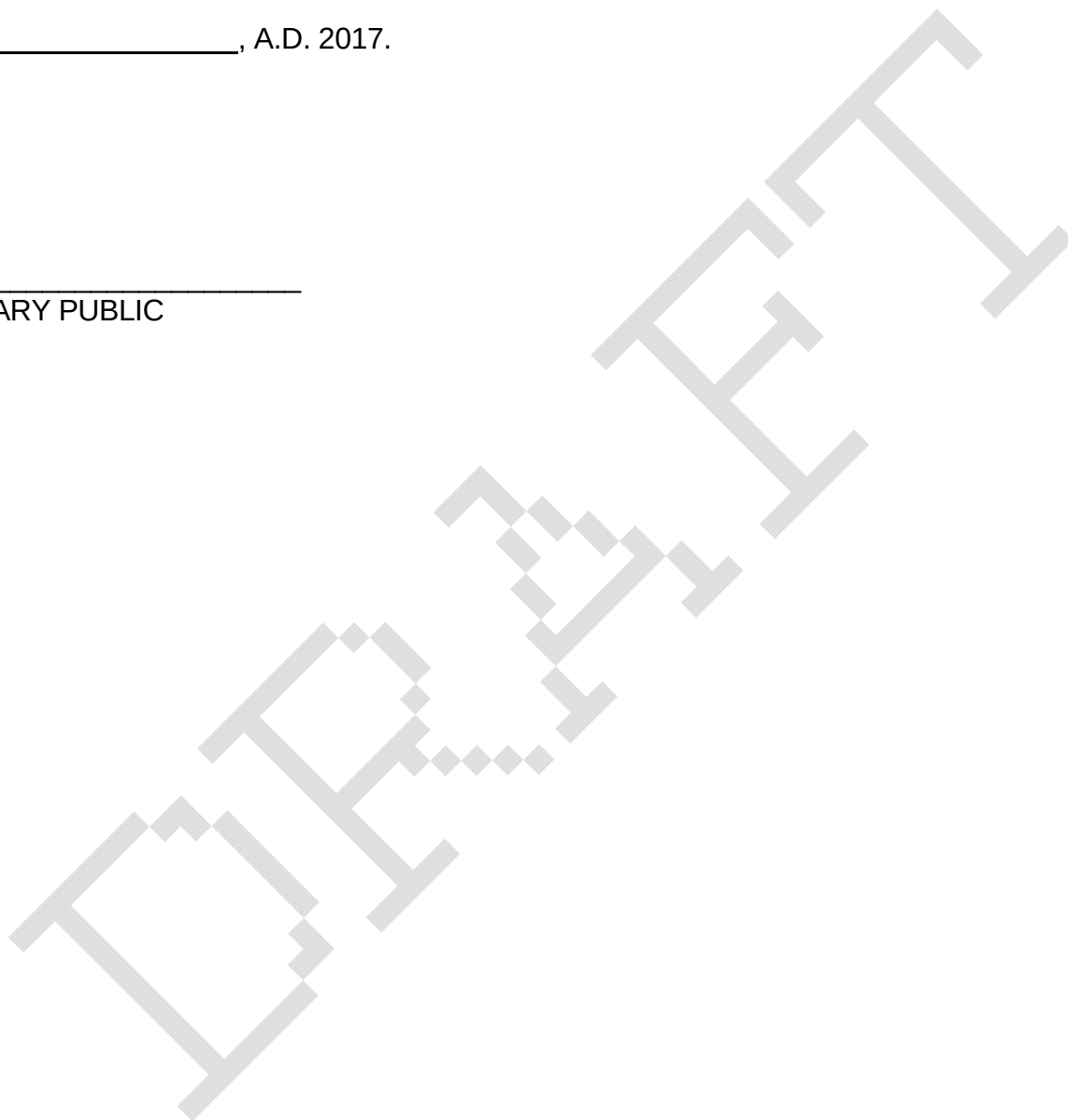
STATE OF ILLINOIS)
) SS.
COUNTY OF COOK)

I, ROBERT LUTZOW, depose and say that I am a digital court reporter doing business in the State of Illinois; that I reported verbatim the foregoing proceedings and that the foregoing is a true and correct transcript to the best of my knowledge and ability.

ROBERT LUTZOW

SUBSCRIBED AND SWORN TO
BEFORE ME THIS _____ DAY OF
_____, A.D. 2017.

NOTARY PUBLIC



Police Station Written Justification for Parking Variation

The following is a written justification of the request for a parking variation for the Police Station to be located at 200 E. Sigwalt Street:

A variation is requested from Chapter 28 section 11.4 to reduce the number of required parking spaces to 434 parking spaces for the Municipal Campus.

The property in question cannot yield a reasonable return if permitted to be used only under the conditions allowed by the regulation zone. Use of the property for a continued Police Department operation is critical to the long term safety of the Village of Arlington Heights. The existing Municipal Campus currently contains 441 parking spaces. The proposed plan results in a loss of 7 spaces for a total of 434 spaces. No additional personnel will be added as a direct result of the new Police Station. The detailed traffic and parking study dated December 8, 2016 and revised February 2, 2017 clearly illustrates that there is sufficient parking supply provided on the Municipal Campus for the unique Village functions of the Village Hall, Police Station, and Fire Station #1.

The plight of the owner is due to unique circumstances. The plight of the owner in this particular situation is due to unique circumstances in the nature of Government buildings. For example, the existing Police Station is approximately 38,000 square feet and will be replaced by 70,500 square foot facility, yet there will be no increase in employees. The expansion of the facility is being made in order to meet current enforcement standards such as long term evidence storage, forensics holding cells etc. Many components of the building, that are critical for Police Department operations, do not generate additional traffic or parking to the campus. These elements include, but are not limited to the Shooting range, the holding cells, long term evidence storage, men's and women's locker rooms, fitness center and various other facilities. In addition, the Police Department office space calculation illustrates a parking requirement of 86 parking spaces, when the maximum day shift is 60 employees. The multipurpose training facilities, conference rooms and lobbies require 127 spaces per code, yet many of these rooms are only utilized by exiting police personnel, such as roll call room. The lobby has a square footage of over 2,000 square feet and is calculated at a ratio of 30% of the occupancy, yet in reality will not be utilized in such a manner. Also, 81 spaces is required for police vehicle parking, however, there is never an occasion when all vehicles would be parked on site. Also, with respect to the Village Hall, the office space under a typical office space calculation requires 132 parking spaces, yet Village Hall has a maximum number of 95 employees and summer interns/part time. In addition, the department and public meeting room's calculation for the Village Hall assume all meeting rooms are utilized at the same time, which in reality that does not occur. Lastly, the Fire Station per the code requirements has a requirement of 19 parking spaces based upon occupancy of 33. Yet the maximum number of employees at the site at any time is 9.

The variation if granted will not alter the essential character of the locality. The variation is granted will continue to allow the Municipal Campus and Police Station to remain at its current location and will not alter the essential character of the locality. The parking study with extensive counts taken over several time periods, indicate even at peak times, there was always excess parking available.

Arlington Heights Police Station

For several years the Village of Arlington Heights has studied existing building deficiencies with the Arlington Heights Police Station. Feasibility studies were commenced in 2010 and more recently in 2015 evaluating building deficiencies and developing “best fit” options for a new Police Station on the Municipal Campus. In 2016 the Village retained Legat Architects and McClaren, Wilson, & Lawrie Inc. to prepare construction drawings for the Police Station.

The proposed design concept is a two-story, 70,500-square foot facility that includes a basement and a 10,000-square-foot garage. Construction of the facility is anticipated to begin next summer. Riley Construction has been hired as Construction Manager.

The current concept was developed after the Village spent several years studying the 37-year-old facility. Recent space-needs studies resulted in the 38,000-square-foot building needing significant mechanical, electrical and plumbing (MEP) repairs and replacement just to maintain it as a serviceable building for the operational needs of a 24/7, 365 days a year Department. Instead of investing millions of dollars in the aging structure that is outdated and inadequate for today’s policing needs, the Village Board decided to move forward on a redevelopment of a new Police Station.



Construction of the new Police Station, which will be built between Village Hall and Fire Station 1, is estimated to cost \$27.985 million. Funding for the construction, architectural and engineering expenses, parking improvements, demolishing the current facility and renting a temporary space for the Police Department was covered through selling a bond issue for \$32.9 million with 2.93% interest.

The planned layout of the first and second floors of the new Police Station is designed to promote functional adjacencies aimed at enhancing the effectiveness of police services. The proposed layout of the first floor includes a public information desk, booking area, the patrol division and the records areas. Plans for the second floor includes the investigations and community services divisions, administration, a workout area and locker rooms. The basement would include a firing range, training room and evidence storage. The Village is also planning to renovate and utilize a portion of Village Hall’s 4th floor for long term Police Department storage and long term off site storage in the Police Annex (former unused Fire Department facility). Utilization of existing facilities helps provide cost effective solutions.

A neighborhood meeting to review the plans with the neighborhood was held on January 18, 2017. The Plan Commission will conduct a Public Hearing on February 22, 2017 at 7:30 pm to consider an amendment to the existing planned unit development.

The Village is currently vetting several temporary location possibilities for the Police Department that will keep the Department together in one location while a new station is being built, will be a cost effective solution, and will adequately provide for a fully functioning Police Department.

For more details go to www.vah.com to view “Police Building” project updates.

Neighborhood Meeting Notes

January 18, 2017

Village Attendees:

Tom Glasgow: Trustee

Nick Pecora: Deputy Police Chief

Charles Witherington-Perkins: Director of Planning & Community Development

Public Attendees:

203 notices were mailed to adjacent property owners approximately two weeks prior to the meeting

Seven members of the public attended

Meeting Notes

After general introductions a brief introduction was made to the neighbors in attendance outlining the site plans, floor plans, exterior elevations, and design concepts.

- *Storm water detention neighborhood flooding:* Questions were asked regarding impact on potential flooding in the neighborhood to the south. It was explained to the residents that currently the Municipal Campus has no onsite detention as part of this project, large underground detention vaults will be placed underneath the surface parking lot behind the Police Station building to retain stormwater on the property before it released into the regional storm system. This will result into an improvement of a today's existing conditions. The residents seemed pleased with this inclusion in the project.
- *Green technology:* Questions were asked about Green Technology in the project. It was explained that energy efficient lighting, sensors in offices and compliance with required energy codes would be followed as part of this project. It was further explained that Geothermal heating system was explored, but ruled out. Geothermal is no longer being considered, not only due to maintenance and reliability concerns on three specific projects that were visited by Village Staff, but also due to the fact that a geothermal system would require 50 plus wells to be installed, 500 feet deep in the parking lots on the south side of Sigwalt Street, resulting in significant noise and disruption to the neighborhood.
- *Generator noise level concerns:* A question was asked regarding the noise of levels of the generator and concerns with the impact on the neighborhood. It was explained that the generator will be placed at the rear of the building with a screen wall, (still under design and evaluation) which should help minimize noise to the neighborhood.
- *Lighting into the neighborhood:* There were questions regarding light levels on the proposed Police Station that may impact the neighborhood. It was explained that at this time, specific light fixtures have not been selected as we are not at that point in project design. However, lighting levels would be designed to be compliant with Village Code, while providing sufficient lighting to the Police Station without negatively impacting the neighborhood.
- *Dirt and noise during construction into the neighborhood:* There were several questions regarding impact from construction activity into the neighborhood that will be relayed to Riley Construction.

- *Construction start time:* There were concerns that construction activity would start before the approved construction hours of 7 am to 7 pm. These hours will also be relayed to Riley Construction.
- *Dirt on the street and will the streets be cleaned daily:* It was explained that the streets would be kept clean by Riley Construction as needed, which at certain phases of the project, may not necessarily be daily.
- *Fire Department traffic through the north/south streets:* There was a concern that Fire Department traffic through the north/south streets would increase and impact the residential homes. This item will be relayed to the Fire Department.
- *Construction traffic on Pine or Belmont:* There were concerns that construction traffic would utilize Pine or Belmont. It was explained that construction traffic would be directed to use Sigwalt Street and Davis and not the north/south residential streets. It was further explained that construction employee parking would most likely be located further east on Davis Street in the parking lane and these issues would also be relayed to Riley Construction.

After discussion of exterior design there was general positive feedback and appreciation for the approach and design with respect to inclusion of warmer color stone as well as maintaining a lower profile architectural design that is compatible with neighborhood to the south.

At the conclusion of the meeting, the attached handout was provided to the neighbors with additional copies given, so that they could pass on to their neighbors who were not in attendance of the meeting.

Charles Witherington-Perkins
Director of Planning & Community Development

Police Station Written Justification for Variations

Charles Witherington-Perkins

The following is a written justification of the requested variation for the proposed Police Station to be located at 200 E. Sigwalt Street:

A Variation is requested from Chapter 28, Section 11-2-8 Minimum Drive Aisle Width to Reduce the Drive -Aisle from 24' to 22' in the rear Police Vehicle Parking Area.

The property in question cannot yield a reasonable return if permitted to be used only under the conditions allowed by the regulation zone.

Use of the rear parking facility for continued Police Department operations and Police personnel vehicle only is critical to the functioning of the Police Department. The existing parking lot is currently configured in the existing situation with a 22' drive aisle width. This is necessitated by the unique shape of the property and existing pinch points on the site between the existing Municipal garage and Village Hall generator and utility enclosure and the new police squad parking garage structure. The existing Alta survey illustrates the current 22' drive aisle, which will remain in place in order to maximize onsite parking. No public parking is allowed in this area, and no issues with onsite circulation have occurred with Police vehicles and police personnel use, as a result of this existing condition.

The plight of the owner is due to unique circumstances

The plight of the owner in this particular situation is due to a number of unique circumstances, not the least of which is the unique character of the property. The Arlington Heights Municipal Campus has numerous site constraints including Arlington Heights Road on the west property line; Sigwalt Street on the south; and the Union Pacific Northwest railroad tracks running at a northwest-southeast angle creating a triangle shaped property. In addition, the Police Station needs to be built between the existing First Station on the east corner of the property, and the existing Village Hall and existing Municipal Parking garage. These site constraints, in addition to the ones noted above make it imperative for this variation to be granted. Additionally, the Village is seeking to maximize the limited availability for onsite landscaping to screen the parking from the railroad to the north.

The Variation, if granted, will not alter the essential character of the locality.

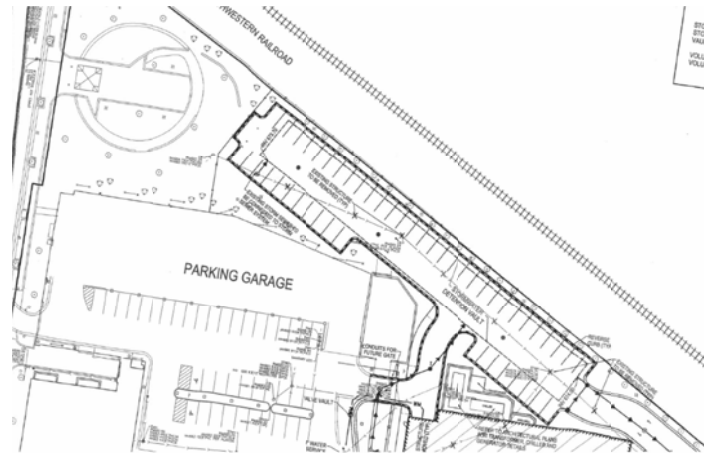
The variation, if granted will continue to allow the existing parking lot configuration to remain at the rear of the building screened between the buildings and the embankment of Union Pacific Northwest railroad tracks. No public is allowed access to this parking lot and no public will utilize the parking area or have visibility to this area. By granting such variation, the public will not notice or be affected by such a request. However, by not granting the variation may result in the loss of 18 to 20 onsite parking spaces, which may result an increase parking demand upon the parking lots on the south side of Sigwalt Street, which would have a detrimental impact on the neighborhood.

A Variation is requested from Chapter 28, Section 6.15-1.2 (b) to not provide one landscaped island within a row of more than 20 parking spaces in the rear of the Police parking lot.

The property in question cannot yield a reasonable return if permitted to be used only under the conditions allowed by the regulation zone.

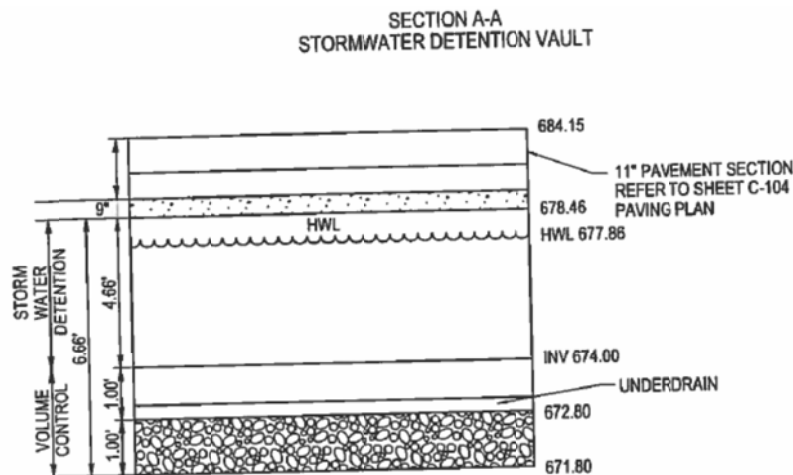
The police surface parking lot in the rear of the building, along the railroad tracks contains a row of 31 parking spaces. The Village is requesting a variation from the requirement to install one landscape island at this location. The Village typically meets or exceeds all Village regulations for landscape requirements. However, in this situation, it is not practical to install the landscape island. Currently the municipal campus does not provide any onsite stormwater detention. In order to provide onsite stormwater detention that will have a regional benefit to the community, underground stormwater detention vaults need to be installed on the property. The only location where these underground stormwater detention vaults can be installed, are

under the paved parking at the rear of the Police Station building. These detention vaults run under the surface parking lots almost the entire length of the surface parking area. Due to the limited space between the existing Municipal parking garage and the railroad right of way, there are no other practical locations to install the underground detention vaults.



The plight of the owner is due to unique circumstances.

The plight of the owner in this particular situation is due to unique circumstances including the unique character of the property. As previously noted, the Arlington Heights Municipal Campus has numerous site constraints, including Arlington Heights Road, Sigwalt Street, and Union Pacific railroad tracks as well as existing structures such as the Village Hall, Municipal parking garage, and the Fire Station. Due to the vault elevations necessary, as well as the release points for the stormwater detention, the underground detention vaults do not provide sufficient clearance to permit a typical landscape island to be installed on top of the detention.



The Variation, if granted will not alter the essential character of the locality.

The variation, if granted will not alter the essential character of the locality and will continue to allow the existing surface parking lot at the rear of the building to be utilized. In addition, by allowing underground stormwater detention to be installed at this location, it will provide significant regional benefits by detaining stormwater on site that currently goes immediately into the storm sewer system. Additionally, next to this area is an extensive row of trees and landscaping that will be planted between the parking lot curb edge and the property line with the railroad right of way. All additional landscaping requirements are being met or exceeded with extensive landscape screening being maintained adjacent to the Municipal parking garage, as well as landscaping within existing landscape islands.

STAFF DESIGN COMMISSION REPORT

PROJECT INFORMATION:

Project Name: 1105 N. Walnut Ave.
Project Address: 1105 N. Walnut Ave.
Prepared By: Steve Hautzinger

Date Prepared: January 19, 2017

PETITION INFORMATION:

DC Number: 17-001
Petitioner Name: Brian Hyde
Petitioner Address: Greenscape Homes
4355 Weaver Parkway
Warrenville, IL 60555
Meeting Date: January 24, 2017

Requested Action(s): Approval of the proposed architectural design for a new (teardown) single-family residence.

ANALYSIS:

Summary

The proposed design is being forwarded to the Design Commission for review to determine if it meets the standards, requirements, and intent of the Village of Arlington Heights Single-Family Design Guidelines, and Chapter 28 (Zoning Ordinance) of the Village of Arlington Heights Municipal Code.

The petitioner is proposing to demolish an existing single story residence and detached garage to allow construction of a new two story residence with an attached, two and a half car garage. The subject site is zoned R-3, One Family Dwelling District. The property has a total land area of 7,920 square feet and the proposed residence will have approximately 3,563 square feet. The proposed design does comply with the R-3 zoning requirements as summarized below.

	ALLOWED	PROPOSED
Setbacks	Front: 20 feet Side: 6 feet Side: 6 feet Rear: 30 feet	Front: 33.15 feet Side: 11.07 feet Side: 6.10 feet Rear: 37.66 feet
Building Height	25 feet to the midpoint	24.8 feet to the midpoint
FAR	3,564 SF	3,563 SF
Building Lot Coverage	2,772 SF	2,244 SF
Impervious Surface Coverage Total	3,960 SF	2,879 SF

The subject property is located on a street of varied house designs ranging from smaller, single-story and split level homes with detached garages to newer two-story homes with attached front loaded garages.

There are a few concerns with the proposed design:

1. The front garage wall is very tall and steep, which is not in context with the neighborhood. The homes on this block generally have low sloping roofs, and the 16:12 and 14:12 roof pitches on the proposed design may be too strong of a contrast. It is recommended that the roof pitches be reduced to no more than 12:12.
2. The proposed design extends deep into the lot, and the side walls are large with minimal windows on the first floor level. This condition is helped by the 11 foot side setbacks, where 6 foot minimum is required, but it is recommended that landscaping be required to soften the impact of the large side walls.
3. The rear elevation lacks the character of the front elevation. It is recommended to add board and batten siding in the gable on the rear elevation to match the front.

RECOMMENDATION:

It is recommended that the Design Commission approve the proposed new single-family residence to be located at 1105 N. Walnut Avenue. This recommendation is subject to compliance with the architectural plans received on 1/17/17, and the following:

1. Reduce the roof pitches on the front elevation to 12:12 maximum.
2. Provide landscaping to soften the impact of the large side walls.
3. Add board and batten siding in the gable on the rear elevation to match the front.
4. This review deals with architectural design only and should not be construed to be an approval of, or to have any other impact on, any other zoning and/or land use issues or decisions that stem from zoning, building, signage or any other reviews. In addition to the normal technical review, permit drawings will be reviewed for consistency with the Design Commission and any other Commission or Board approval conditions. It is the architect/homeowner/builder's responsibility to comply with the Design Commission approval and ensure that building permit plans comply with all zoning code, building permit and signage requirements.
5. Compliance with all applicable Federal, State, and Village codes, regulations and policies.

_____, January 20, 2017

Steve Hautzinger AIA, Design Planner
Department of Planning and Community Development

Cc: Charles Witherington Perkins, Director of Planning and Community Development, Petitioner, DC File 17-001

A MOTION WAS MADE BY COMMISSIONER KINGSLEY, SECONDED BY COMMISSIONER FITZGERALD, TO APPROVE THE PROPOSED ARCHITECTURAL DESIGN FOR THE NEW ARLINGTON HEIGHTS POLICE STATION TO BE LOCATED AT 200 E. SIGWALT STREET. THIS APPROVAL IS SUBJECT TO COMPLIANCE WITH THE PLANS RECEIVED ON 2/3/17, EXTERIOR MATERIAL LIST DATED 2/9/17, DESIGN COMMISSION RECOMMENDATIONS, COMPLIANCE WITH ALL APPLICABLE FEDERAL, STATE, AND VILLAGE CODES, REGULATIONS, AND POLICIES, THE ISSUANCE OF ALL REQUIRED PERMITS, AND THE FOLLOWING:

1. A RECOMMENDATION TO FURTHER STUDY THE SMOOTH VERSUS RUSTICATED STONE, AND POSSIBLY SWITCHING THEM.
2. A RECOMMENDATION TO LOOK AT A DARKER GREEN COLOR FOR THE WINDOWS.
3. A RECOMMENDATION TO CONSIDER DARK VERSUS LIGHT BLINDS THAT WILL BE ON THE INTERIOR OF THE WINDOWS, SO NOT TO BE SEEN ON THE OUTSIDE.
4. A RECOMMENDATION TO LOOK AT LOWERING THE STONE BAY FEATURE ON THE SIDE ELEVATIONS.
5. A REQUIREMENT THAT THE PETITIONER RETURN TO THE DESIGN COMMISSION WITH THE DECORATIVE ENTRY LIGHT FIXTURE SPECIFICATIONS ONCE A SELECTION IS MADE.
6. A RECOMMENDATION TO ADD A TREE AT THE EAST END BY THE SALLYPORT DOOR.
7. A RECOMMENDATION TO CONSIDER ADDING A TONE OF GRAY TO THE BROWN ROOF.
8. THIS REVIEW DEALS WITH ARCHITECTURAL DESIGN ONLY AND SHOULD NOT BE CONSTRUED TO BE AN APPROVAL OF, OR TO HAVE ANY OTHER IMPACT ON, NOR REPRESENT ANY TACIT APPROVAL OR SUPPORT FOR THE PROPOSED LAND USE OR ANY OTHER ZONING AND/OR LAND USE ISSUES OR DECISIONS THAT STEM FROM ZONING, BUILDING, SIGNAGE OR ANY OTHER REVIEWS. IN ADDITION TO THE NORMAL TECHNICAL REVIEW, PERMIT DRAWINGS WILL BE REVIEWED FOR CONSISTENCY WITH THE DESIGN COMMISSION AND ANY OTHER COMMISSION OR BOARD APPROVAL CONDITIONS. IT IS THE PETITIONER'S RESPONSIBILITY TO INCORPORATE ALL REQUIREMENTS LISTED ON THE CERTIFICATE OF APPROPRIATENESS INTO THE PERMIT DRAWINGS, AND TO ENSURE THAT BUILDING PERMIT PLANS AND SIGN PERMIT PLANS COMPLY WITH ALL ZONING CODE, BUILDING CODE AND SIGN CODE REQUIREMENTS.
9. COMPLIANCE WITH ALL APPLICABLE FEDERAL, STATE AND VILLAGE CODES, REGULATIONS AND POLICIES.

A MOTION WAS MADE BY COMMISSIONER KINGSLEY TO AMEND THE MOTION AS FOLLOWS:

5. A RECOMMENDATION FOR STAFF TO APPROVE THE DECORATIVE ENTRY LIGHT FIXTURE SPECIFICATIONS, FOR APPROPRIATE SCALE, CONCEALED LAMP, APPROPRIATE BRIGHTNESS, AND MATERIAL, AND RETURN TO THE DESIGN COMMISSION ONLY IF DEEMED NECESSARY.
10. A RECOMMENDATION THAT THE SALLYPORT GARAGE DOOR BE MORE RESIDENTIAL IN NATURE, AS IF IT WERE WOOD, IN KEEPING WITH THE CHARACTER OF THE REST OF THE BUILDING.
11. A RECOMMENDATION THAT THE WIDTH OF THE STONE MOULDING ON EITHER SIDE OF THE WINDOWS BE FURTHER STUDIED.
12. A RECOMMENDATION THAT THE LIGHTING ON THE SIDE AND REAR ELEVATIONS BE FURTHER STUDIED, AND BE DARK SKY COMPLIANT.

COMMISSIONER FITZGERALD SECONDED THE AMENDED MOTION.

KINGSLEY, AYE; FITZGERALD, AYE; ECKHARDT, AYE.
ALL WERE IN FAVOR. MOTION CARRIED.

**PRELIMINARY
STORMWATER MANAGEMENT
CALCULATIONS**

FOR

**NEW POLICE STATION
ARLINGTON HEIGHTS, ILLINOIS**

Prepared By:



Mackie Consultants, LLC
9575 W. Higgins Road, Suite 500
Rosemont, IL 60018
(847)696-1400
www.mackieconsult.com



Dated: December 29, 2016
Revised: January 27, 2017

Runoff Curve Number

Project:	<u>Arlington Heights Police Station</u>
Location:	<u>Arlington Heights</u>
File:	<u></u>

By: SMM Date: 1/27/2017
Checked: _____ Date: _____

Circle One: Present Developed Description: _____

Soil Name and Hydrologic Group (Appendix A)	Cover Description (cover type, treatment, and hydrologic condition; percent impervious; unconnected/connected impervious area ratio)	Curve Number	Area	Product of Curve Number and Area
			☒ acres	
			☐ sq. mi.	
			☐ %	
D	Impervious Area - Building and Asphalt Pave	98	1.90	186.2
D	Landscaping and Green Space	77	0.10	7.7
Totals =			2.00	193.9

$$\text{CN (weighted)} = \frac{\text{total product}}{\text{total area}} = \frac{193.9}{2} = \underline{96.95}$$

Use CN = **97**

Time of Concentration (T_c) or Travel Time (T_t)

Project: Arlington Heights Police Station
 Location: Arlington Heights
 File: _____

By: SMM
 Checked: _____

Date: 1/27/2017
 Date: _____

Present / Developed
 Tc through subarea _____

SHEET FLOW

	Segment ID	AB			
Surface Description (table 3-1)		Smooth Surface (Paved)			
Manning's roughness coeff., n		0.011			
Flow Length, L (total L ≤ 100') (ft)		100			
Two-yr 24-hr rainfall, P2 (in)		3.04			
Land slope, s (ft/ft)		0.005			
$T_t = (0.007(nL)^{0.8}) / (P_2^{0.5} s^{0.4})$ (hr)		0.04	+		= 0.04 hr

SHALLOW CONCENTRATED FLOW

	Segment ID	BC				
Surface Description (paved or unpaved)		Paved				
Flow Length, L (ft)		150				
Watercourse slope, s (ft/ft)		0.005				
Average velocity, V (ft/s)		1.44				
$T_t = L / 3600 V$ (hr)		0.03	+		+	
						= 0.03 hr

CHANNEL FLOW

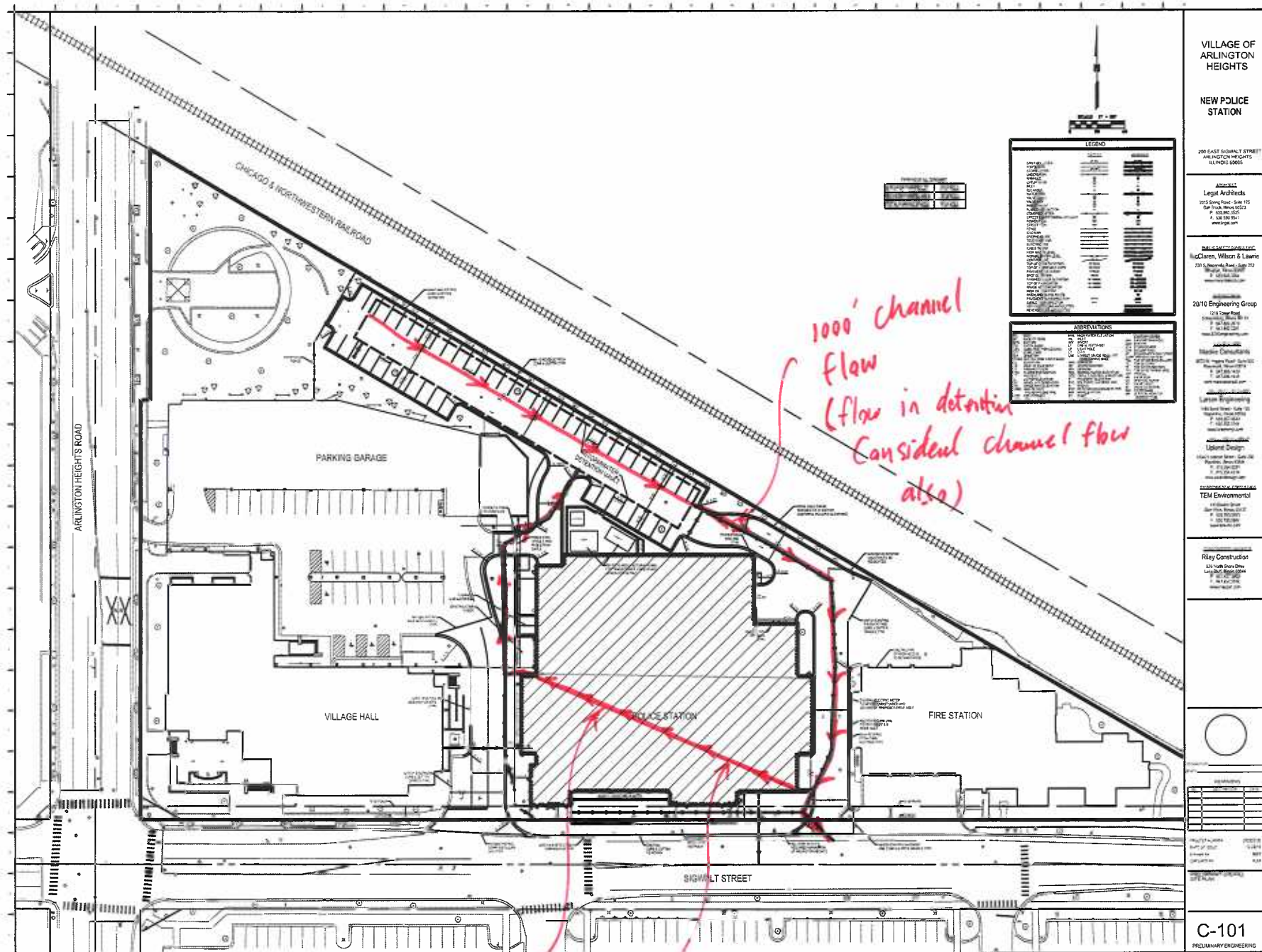
	Segment ID	CD			
Cross-sectional flow area, a (ft ²)		0.785			
Wetted perimeter, Pw (ft)		3.14			
Hydraulic radius, r = a/Pw (ft)		0.25			
Channel slope, s (ft/ft)		0.005			
Manning's roughness coeff., n		0.012			
$V = (1.49 r^{0.667} s^{0.5}) / n$ (ft/s)		3.48			
Flow length, L (ft)		1000			
$T_t = L / 3600 V$ (hr)		0.08	+		= 0.08 hr

Watershed or subarea T_c or T_t = 0.15 hr

1" = 100'

Time of Conc. Exhibit
12/29/16

Arlington Heights police station



150' shallow
concentrated flow

PROPOSED CONDITIONS ORIFICE/WEIR STRUCTURE RATING ANALYSIS

PROJECT NAME: Arlington Heights Police Station
PROJ. NO.: 2930
DESCRIPTION: Detention Vault
FILENAME: Orifice.xlsx
DATE: 27-Jan-17

OUTLET:

ORIFICE:	2.25 IN. DIA. @ ELEV	671.3
WEIR:	6 FEET WIDE @ ELEV	681

ORIFICE FLOW EQUATION: $Q = C_d A (2gH)^{0.5}$

WEIR FLOW EQUATION: $Q = 3.0 L (H)^{1.5}$

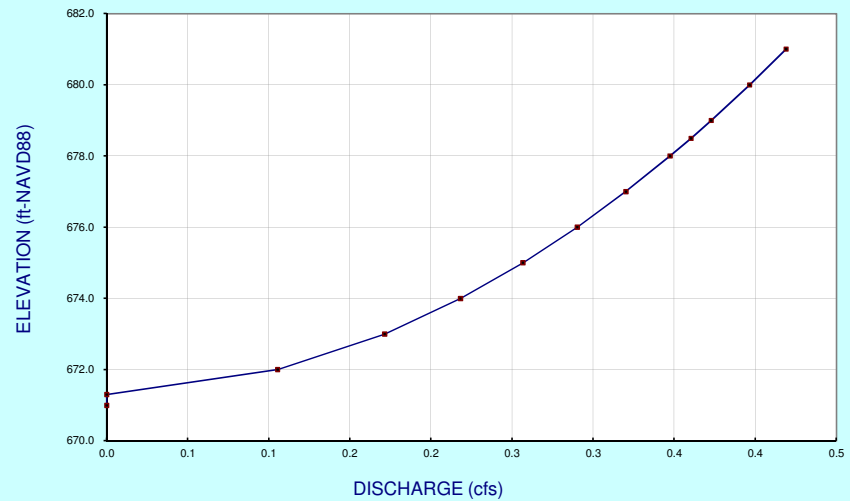
HYDRAULIC DIMENSIONS

	# 1
ORIFICE AREA (ft ²)	0.0276
ORIFICE DIAMETER (in)	2.25
ORIFICE DISCHARGE COEFFICIENT	0.61
ORIFICE ELEV. (ft-NAVD88)	671.30
TAILWATER OR CENTROID (ft-NAVD88)	671.394
WEIR LENGTH (ft)	6.00
WEIR COEFFICIENT	3.0
WEIR ELEV. (ft-NAVD88)	681.0

ELEVATION-DISCHARGE RELATIONSHIP

Elevation (feet)	Q-Orifice (cfs)	Q-Weir (cfs)	Q-Total (cfs)
671.0	0.00	0.00	0.00
671.3	0.00	0.00	0.00
672.0	0.11	0.00	0.11
673.0	0.17	0.00	0.17
674.0	0.22	0.00	0.22
675.0	0.26	0.00	0.26
676.0	0.29	0.00	0.29
677.0	0.32	0.00	0.32
678.0	0.35	0.00	0.35
678.5	0.36	0.00	0.36
679.0	0.37	0.00	0.37
680.0	0.40	0.00	0.40
681.0	0.42	0.00	0.42
682.0	0.44	18.00	18.44
683.0	0.46	50.91	51.37
684.0	0.48	93.53	94.01
685.0	0.50	144.00	144.50

OUTLET RATING CURVE



*****80-80 LIST OF INPUT DATA FOR TR-20 HYDROLOGY*****

JOB TR-20 SUMMARY NOPLOTS
 TITLE MCI#2820 ARLINGTON HEIGHTS POLICE STATION THEORET.DAT

PRELIMINARY STORMWATER MANAGEMENT CALCULATIONS

5 RAINFL 6 0.05 HUFF 1ST
 8 0.00 0.16 0.33 0.43 0.52 QUARTILE
 8 0.60 0.66 0.71 0.75 0.79
 8 0.82 0.84 0.86 0.88 0.90
 8 0.92 0.94 0.96 0.97 0.98
 8 1.00 1.00 1.00 1.00 1.00

OUTLET CONTROL STRUCTURE INVERT
 =671.30

DETENTION VAULT OUTLET PIPE
 = 674.00

9 ENDTBL
 5 RAINFL 7 0.05 HUFF 2ND
 8 0.00 0.03 0.08 0.12 0.16 QUARTILE
 8 0.22 0.29 0.39 0.51 0.62
 8 0.70 0.76 0.81 0.85 0.88
 8 0.91 0.93 0.95 0.97 0.98
 8 1.00 1.00 1.00 1.00 1.00

DETENTION VOLUME REQUIRED
 = 0.69

DETENTION VOLUME PROVIDED
 = 0.77

HIGH WATER ELEVATION
 = 677.86

9 ENDTBL
 5 RAINFL 8 0.05 HUFF 3RD
 8 0.00 0.03 0.06 0.09 0.12 QUARTILE
 8 0.15 0.19 0.23 0.27 0.32
 8 0.38 0.45 0.57 0.70 0.79
 8 0.85 0.89 0.92 0.95 0.97
 8 1.00 1.00 1.00 1.00 1.00

TOP OF DETENTION VAULT
 = 678.46

9 ENDTBL
 5 RAINFL 9 0.05 HUFF 4TH
 8 0.00 0.02 0.05 0.08 0.10 QUARTILE
 8 0.13 0.16 0.19 0.22 0.25
 8 0.28 0.32 0.35 0.39 0.45
 8 0.51 0.59 0.72 0.84 0.92
 8 1.00 1.00 1.00 1.00 1.00

9 ENDTBL
 3 STRUCT 01
 8 671.3 0.01 0.000
 8 672.0 0.11 0.000
 8 673.0 0.17 0.000
 8 674.0 0.22 0.000
 8 675.0 0.26 0.170
 8 676.0 0.29 0.340
 8 677.0 0.32 0.520
 8 678.0 0.35 0.690

8	678.5	0.36	0.770	
8	679.0	0.37	0.770	
8	680.0	0.40	0.770	
8	681.0	0.42	0.770	
8	682.0	0.42	18.44	
9 ENDTBL				
6	RUNOFF 1 001	1 0.00313	97.0	0.17 0 0 0 0 0

1

*****80-80 LIST OF INPUT DATA (CONTINUED)*****

```

6 RESVOR 2      01 1    2    0.00                0 0 0 0 0 0
  ENDATA
7 INCREM 6              0.10
7 COMPUT 7 001      01 0.0        3.04        24.0        8 2  02  24
  ENDCMP 1
7 COMPUT 7 001      01 0.0        7.58        24.0        8 2  99  24
  ENDCMP 1
  ENDJOB 2
0*****END OF 80-80 LIST*****

```

EXECUTIVE CONTROL OPERATION INCREM	RECORD ID
+ MAIN TIME INCREMENT = .10 HOURS	

EXECUTIVE CONTROL OPERATION COMPUT	RECORD ID
+ FROM XSECTION 1	
+ TO STRUCTURE 1	
STARTING TIME = .00 RAIN DEPTH = 3.04 RAIN DURATION= 24.00 RAIN TABLE NO.= 8 ANT. MOIST. COND= 2	
ALTERNATE NO.= 2 STORM NO.=24 MAIN TIME INCREMENT = .10 HOURS	

*** WARNING-NO PEAK FOUND, MAXIMUM DISCHARGE = .15 CFS.

*** WARNING - STRUCTURE 1 DELTA T IS TOO LARGE. 0 /2 > S /DELTA T OCCURED 9 TIMES STARTING WITH POINT284

*** WARNING-NO PEAK FOUND, MAXIMUM DISCHARGE = .06 CFS.

EXECUTIVE CONTROL OPERATION ENDCMP	RECORD ID
+ COMPUTATIONS COMPLETED FOR PASS 1	

EXECUTIVE CONTROL OPERATION COMPUT RECORD ID
 + FROM XSECTION 1
 + TO STRUCTURE 1
 STARTING TIME = .00 RAIN DEPTH = 7.58 RAIN DURATION= 24.00 RAIN TABLE NO.= 8 ANT. MOIST. COND= 2
 ALTERNATE NO.=99 STORM NO.=24 MAIN TIME INCREMENT = .10 HOURS
 *** WARNING-NO PEAK FOUND, MAXIMUM DISCHARGE = .38 CFS.
 *** WARNING-NO PEAK FOUND, MAXIMUM DISCHARGE = .34 CFS.

EXECUTIVE CONTROL OPERATION ENDCMP RECORD ID
 + COMPUTATIONS COMPLETED FOR PASS 2

EXECUTIVE CONTROL OPERATION ENDJOB RECORD ID
 1

TR20 XEQ 01-27-17 12:06 MCI#2820 ARLINGTON HEIGHTS POLICE STATION THEORET.DAT JOB 1 SUMMARY
 REV PC 09/83(.2) PAGE 1

SUMMARY TABLE 1 - SELECTED RESULTS OF STANDARD AND EXECUTIVE CONTROL INSTRUCTIONS IN THE ORDER PERFORMED
 (A STAR(*) AFTER THE PEAK DISCHARGE TIME AND RATE (CFS) VALUES INDICATES A FLAT TOP HYDROGRAPH
 A QUESTION MARK(?) INDICATES A HYDROGRAPH WITH PEAK AS LAST POINT.)

SECTION/ STRUCTURE ID	STANDARD CONTROL OPERATION	DRAINAGE AREA (SQ MI)	RAIN TABLE #	ANTEC MOIST COND	MAIN TIME INCREM (HR)	PRECIPITATION			RUNOFF AMOUNT (IN)	PEAK DISCHARGE				
						BEGIN (HR)	AMOUNT (IN)	DURATION (HR)		ELEVATION (FT)	TIME (HR)	RATE (CFS)	RATE (CSM)	
ALTERNATE 2 STORM 24														
XSECTION 1	RUNOFF	.00	8	2	.10	.0	3.04	24.00	2.70	---	15.50	.65	208.5	
STRUCTURE 1	RESVOR	.00	8	2	.10	.0	3.04	24.00	2.68	674.72	18.10	.25	79.5	
ALTERNATE 99 STORM 24														

+														
XSECTION	1	RUNOFF	.00	8	2	.10	.0	7.58	24.00	7.21	---	15.50	1.65	527.7
STRUCTURE	1	RESVOR	.00	8	2	.10	.0	7.58	24.00	4.20	677.86	21.70	.35	110.5

1

TR20 XEQ 01-27-17 12:06
REV PC 09/83(.2)

MCI#2820 ARLINGTON HEIGHTS POLICE STATION THEORET.DAT

JOB 1 SUMMARY
PAGE 2

SUMMARY TABLE 3 - DISCHARGE (CFS) AT XSECTIONS AND STRUCTURES FOR ALL STORMS AND ALTERNATES

XSECTION/ STRUCTURE ID	DRAINAGE AREA (SQ MI)	STORM NUMBERS..... 24
0 STRUCTURE 1	.00	
+		
ALTERNATE 2		.25
ALTERNATE 99		.35
0 XSECTION 1	.00	
+		
ALTERNATE 2		.65
ALTERNATE 99		1.65

1END OF 1 JOBS IN THIS RUN

STORMWATER DETENTION VOLUMES
UNDERGROUND VAULT

ARLINGTON HEIGHTS POLICE DEPARTMENT
JANUARY 27, 2017

VOLUME CONTROL (AGGREGATE VOIDS) (33%)

Elevation (FT)	Area (SF)	Depth (FT)	Volume (CF)	Volume (CF)	Volume (AC-FT)
672.80	7480				
		1.00	2468.40	2468.40	0.06
671.80	7480				

VOLUME CONTROL (VAULT) (50%)

Elevation (FT)	Area (SF)	Depth (FT)	Volume (CF)	Volume (CF)	Volume (AC-FT)
674.00	7480				
		1.20	4488.00	4488.00	0.10
672.80	7480				

TOTAL PROVIDED	0.16 AC-FT
TOTAL REQUIRED	0.16 AC-FT

STORMWATER DETENTION (VAULT)

Elevation (FT)	Area (SF)	Depth (FT)	Volume (CF)	Volume (CF)	Volume (AC-FT)
678.46	7480				
		0.46	3440.80	33360.80	0.77
678.00	7480				
		0.14	1047.20	29920.00	0.69
677.86	7480				
		0.86	6432.80	28872.80	0.66
677.00	7480				
		1.00	7480.00	22440.00	0.52
676.00	7480				
		1.00	7480.00	14960.00	0.34
675.00	7480				
		1.00	7480.00	7480.00	0.17
674.00	7480				

HWL

TOTAL PROVIDED	0.77 AC-FT
TOTAL REQUIRED	0.69 AC-FT

VILLAGE OF ARLINGTON HEIGHTS

NEW POLICE STATION

200 EAST SIGWALT STREET

ARLINGTON HEIGHTS, ILLINOIS 60005



SCHEDULE OF DRAWINGS

- GENERAL DRAWINGS
- G-001 TITLE SHEET
- CIVIL DRAWINGS (UNDER SEPARATE COVER)
- C-100 COVER SHEET
- C-101 PRELIMINARY OVERALL SITE PLAN
- C-102 PRELIMINARY GRADING PLAN
- C-103 PRELIMINARY UTILITY PLAN
- C-104 PRELIMINARY PAVING PLAN
- C-105 PRELIMINARY VEHICLE TURNING MOVEMENT PLAN - AMBULANCE
- C-106 PRELIMINARY VEHICLE TURNING MOVEMENT PLAN - FIRE TRUCK
- C-107 PRELIMINARY VEHICLE TURNING MOVEMENT PLAN - POLICE INTERCEPTOR
- C-108 PRELIMINARY VEHICLE TURNING MOVEMENT PLAN - SU-30

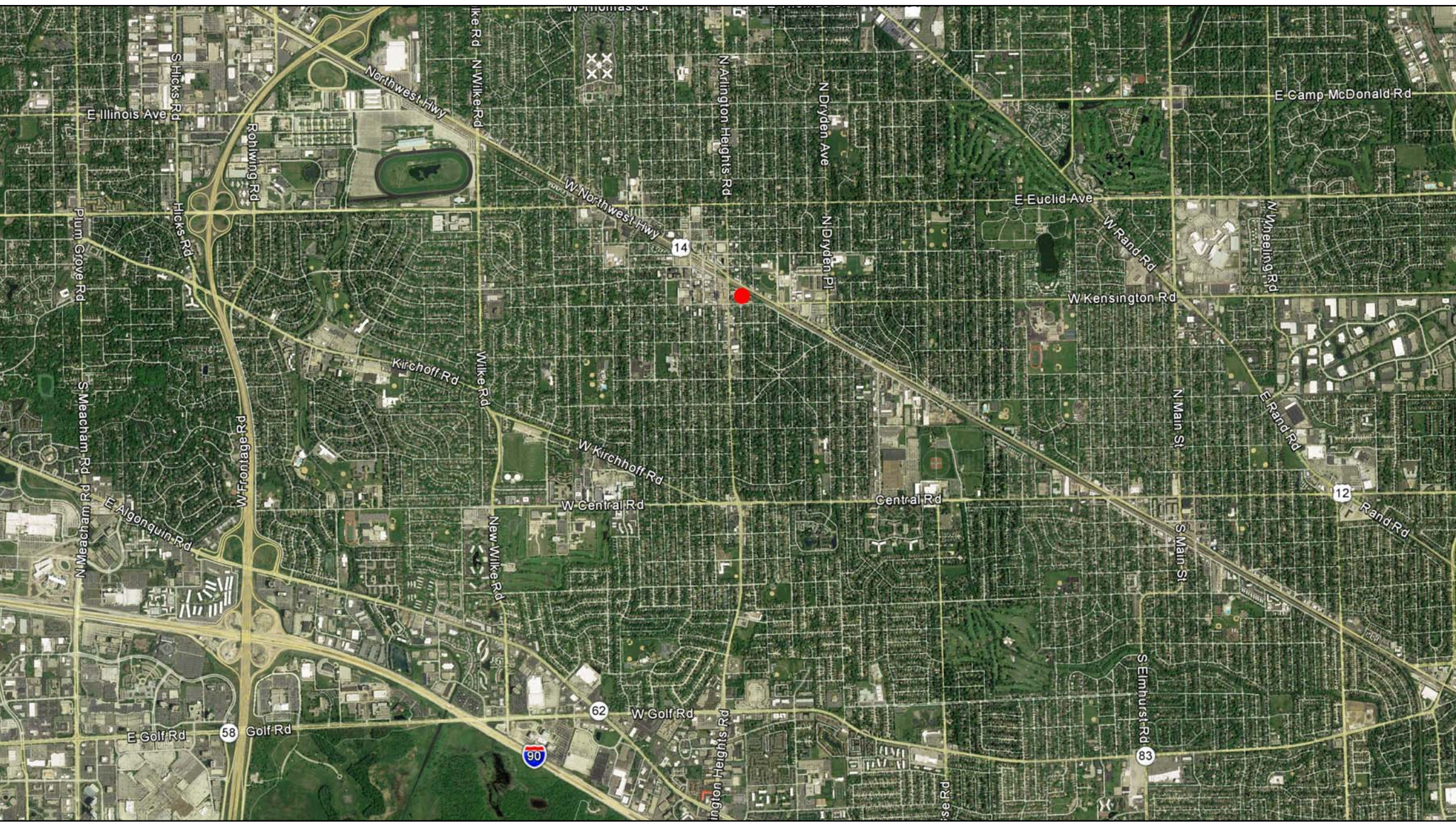
- LANDSCAPE DRAWINGS
- L-101 TREE PRESERVATION PLAN
- L-201 LANDSCAPE PLAN - SOUTH
- L-300 LANDSCAPE PLAN - NORTH

- ARCHITECTURAL DRAWINGS
- A-100 LOWER LEVEL FLOOR PLAN
- A-101 FIRST FLOOR PLAN
- A-102 SECOND FLOOR PLAN
- A-103 ROOF PLAN
- A-201 EXTERIOR BUILDING ELEVATIONS
- A-311 WALL SECTIONS
- A-301 PERSPECTIVE VIEWS
- A-902 AERIAL VIEWS

BUILDING CODES

AMERICANS WITH DISABILITIES ACT	2010
ILLINOIS ACCESSIBILITY CODE	1997
ILLINOIS ADMINISTRATIVE CODE TITLE 20: CORRECTIONS, CRIMINAL JUSTICE, AND LAW ENFORCEMENT	CURRENT EDITION
ILLINOIS ENERGY CONSERVATION CODE - ASHRAE 90.1	2015
INTERNATIONAL BUILDING CODE	2009
INTERNATIONAL FIRE CODE	2009
NATIONAL FIRE PROTECTION ASSOCIATION - NFPA 101	2009
INTERNATIONAL MECHANICAL CODE	2009
NATIONAL ELECTRICAL CODE	2005
STATE OF ILLINOIS PLUMBING CODE	2014

SITE LOCATION MAP



CAMPUS PLAN



VILLAGE BOARD MEMBERS

THOMAS W. HAYES, Mayor
CAROL J. BLACKWOOD, Trustee
JOSEPH C. FARWELL, Trustee
THOMAS GLASGOW, Trustee
ROBIN LABEDZ, Trustee
BERT ROSENBERG, Trustee
JOHN SCALETTA, Trustee
MIKE SIDOR, Trustee
JIM TINAGLIA, Trustee

POLICE DEPARTMENT

GERALD MOURNING, Chief of Police
NICHOLAS PECORA, Deputy Chief
MIGUEL HERNANDEZ, Deputy Chief
ANDREW WHOWELL, Deputy Chief

POLICE STATION DESIGN TEAM

CHARLES WITHERINGTON-PERKINS, Director of Planning
SCOTT SHIRLEY, Director of Public Works
CRIS PAPIERNIAK, Assistant Director of Public Works
TOM KUEHNE, Finance Director / Treasurer
STEVE HAUTZINGER, Planning

RELEASE

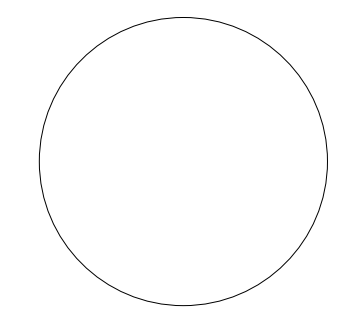
PLAN COMMISSION

DATE OF ISSUE

JANUARY 30, 2017

ARCHITECT'S PROJECT NUMBER

216057.00



SIGNATURE

DATE

REVISIONS

NO.	DESCRIPTION	DATE

PROJECT NUMBER

216057.00

DATE OF ISSUE

01.30.17

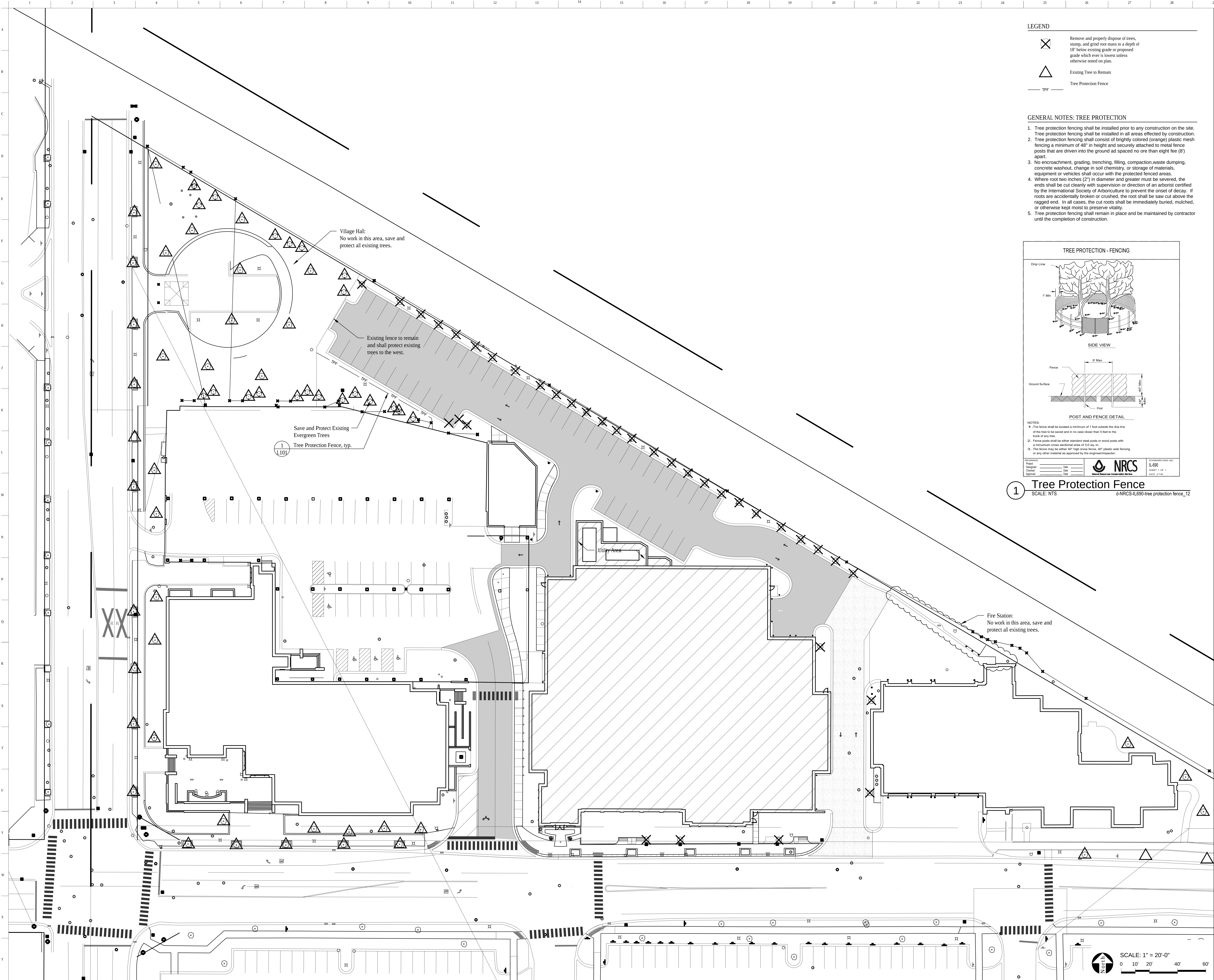
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RM

CHECKED BY

MCR

TITLE SHEET

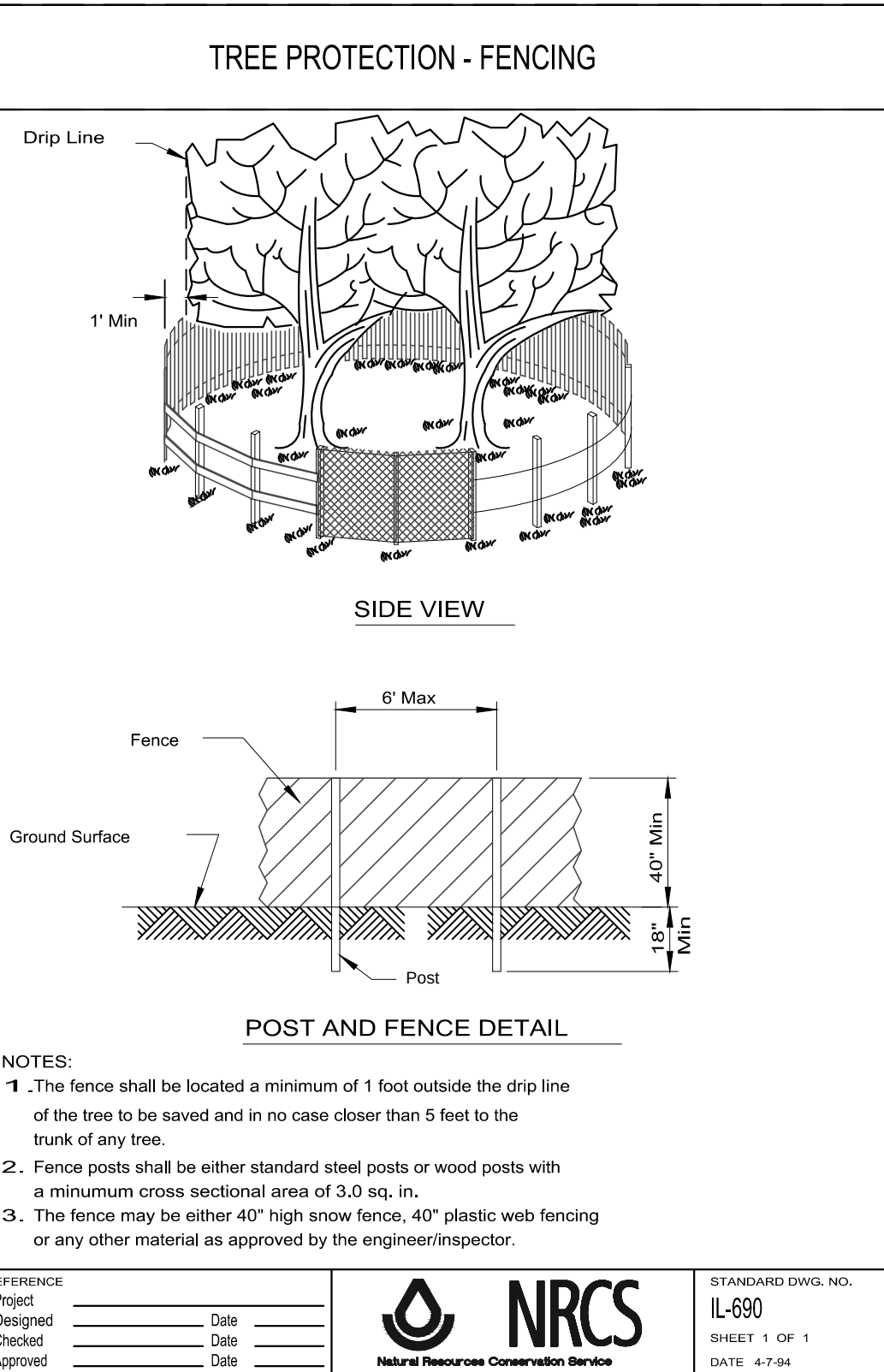


LEGEND

- Remove and properly dispose of trees, stump, and grind root mass to a depth of 18" below existing grade or proposed grade which ever is lowest unless otherwise noted on plan.
- Existing Tree to Remain
- Tree Protection Fence

GENERAL NOTES: TREE PROTECTION

- Tree protection fencing shall be installed prior to any construction on the site. Tree protection fencing shall be installed in all areas effected by construction.
- Tree protection fencing shall consist of brightly colored (orange) plastic mesh fencing a minimum of 48" in height and securely attached to metal fence posts that are driven into the ground ad spaced no ore than eight fee (8') apart.
- No encroachment, grading, trenching, filling, compaction,waste dumping, concrete washout, change in soil chemistry, or storage of materials, equipment or vehicles shall occur with the protected fenced areas.
- Where root two inches (2") in diameter and greater must be severed, the ends shall be cut cleanly with supervision or direction of an arborist certified by the International Society of Arboriculture to prevent the onset of decay. If roots are accidentally broken or crushed, the root shall be saw cut above the ragged end. In all cases, the cut roots shall be immediately buried, mulched, or otherwise kept moist to preserve vitality.
- Tree protection fencing shall remain in place and be maintained by contractor until the completion of construction.



1 Tree Protection Fence
SCALE: NTS
d-NRCS-IL690-tree protection fence_12

VILLAGE OF
ARLINGTON
HEIGHTS

NEW POLICE
STATION

200 EAST SIGWALT STREET
ARLINGTON HEIGHTS
ILLINOIS 60005

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Riley Construction

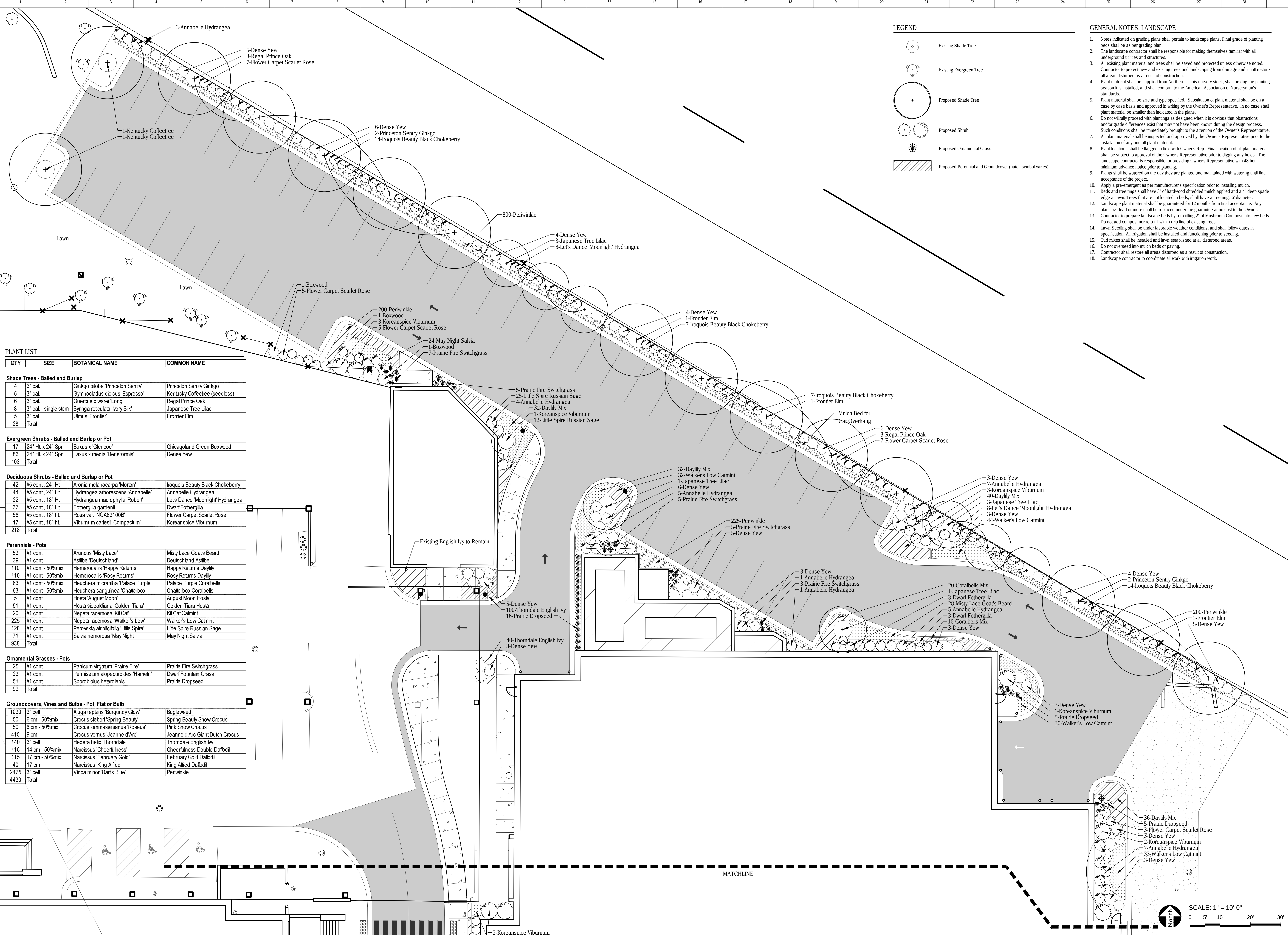
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F. 847.457.3916
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NO.	DESCRIPTION	DATE

PROJECT NUMBER 216057.00
DATE OF ISSUE 01.30.17
DRAWN BY MS
CHECKED BY MK

TREE
PRESERVATION
PLAN
UPLAND PROJECT #501

L-101
Preliminary Pricing Set



Landscape Plan

VILLAGE OF
ARLINGTON
HEIGHTS

NEW POLICE
STATION

200 EAST SIGWALT STREET
ARLINGTON HEIGHTS
ILLINOIS 60005

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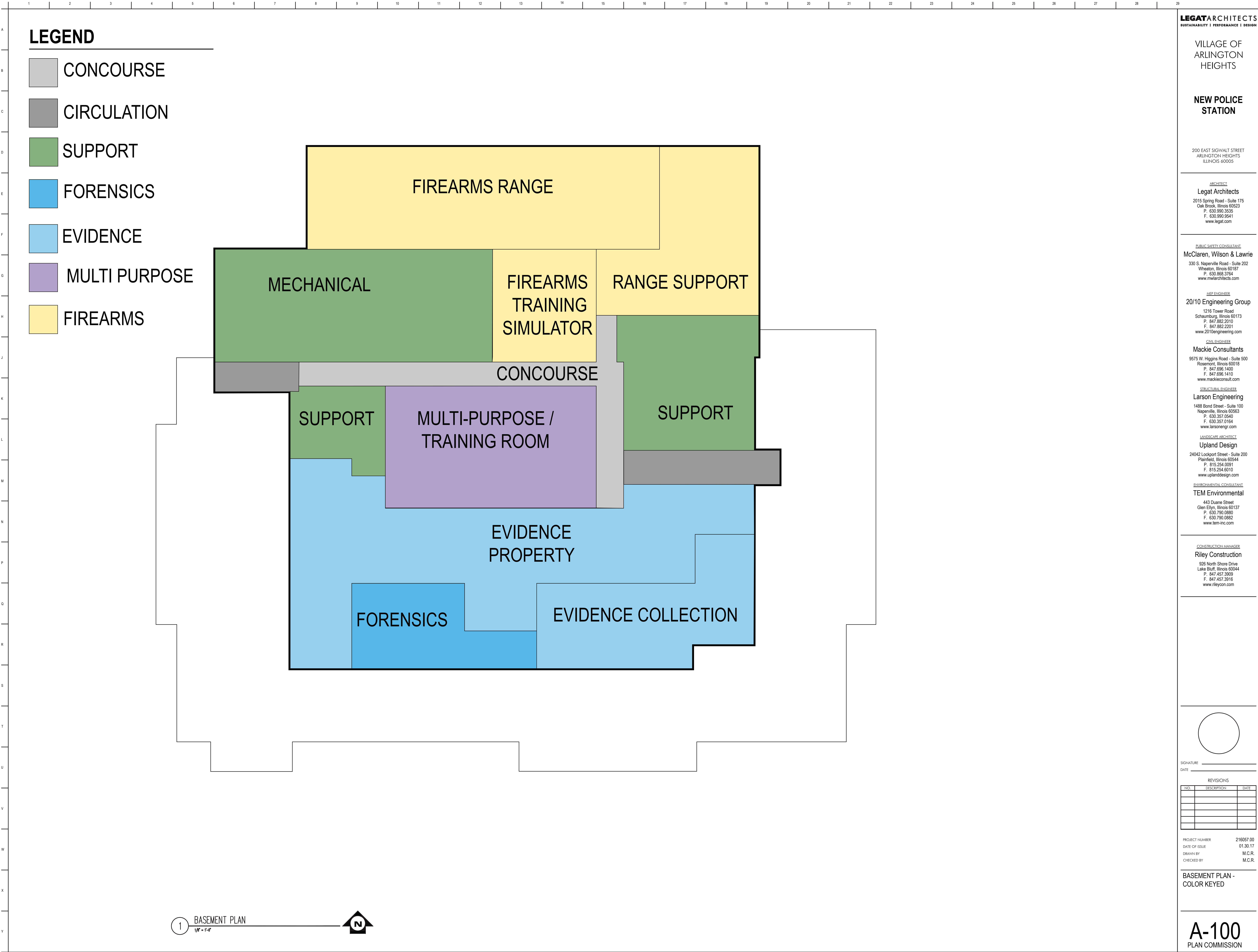
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NO.	DESCRIPTION	DATE

PROJECT NUMBER 216057.00
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LANDSCAPE
PLAN - NORTH

UPLAND PROJECT #501

L-202
Preliminary Pricing Set



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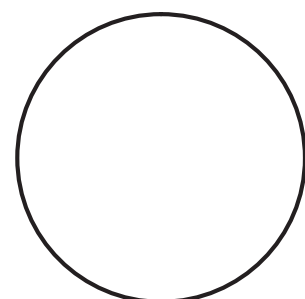
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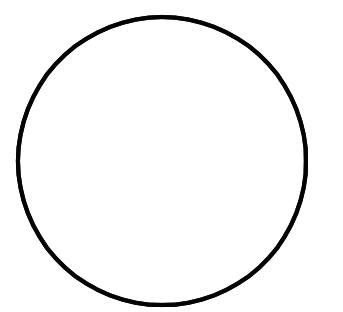
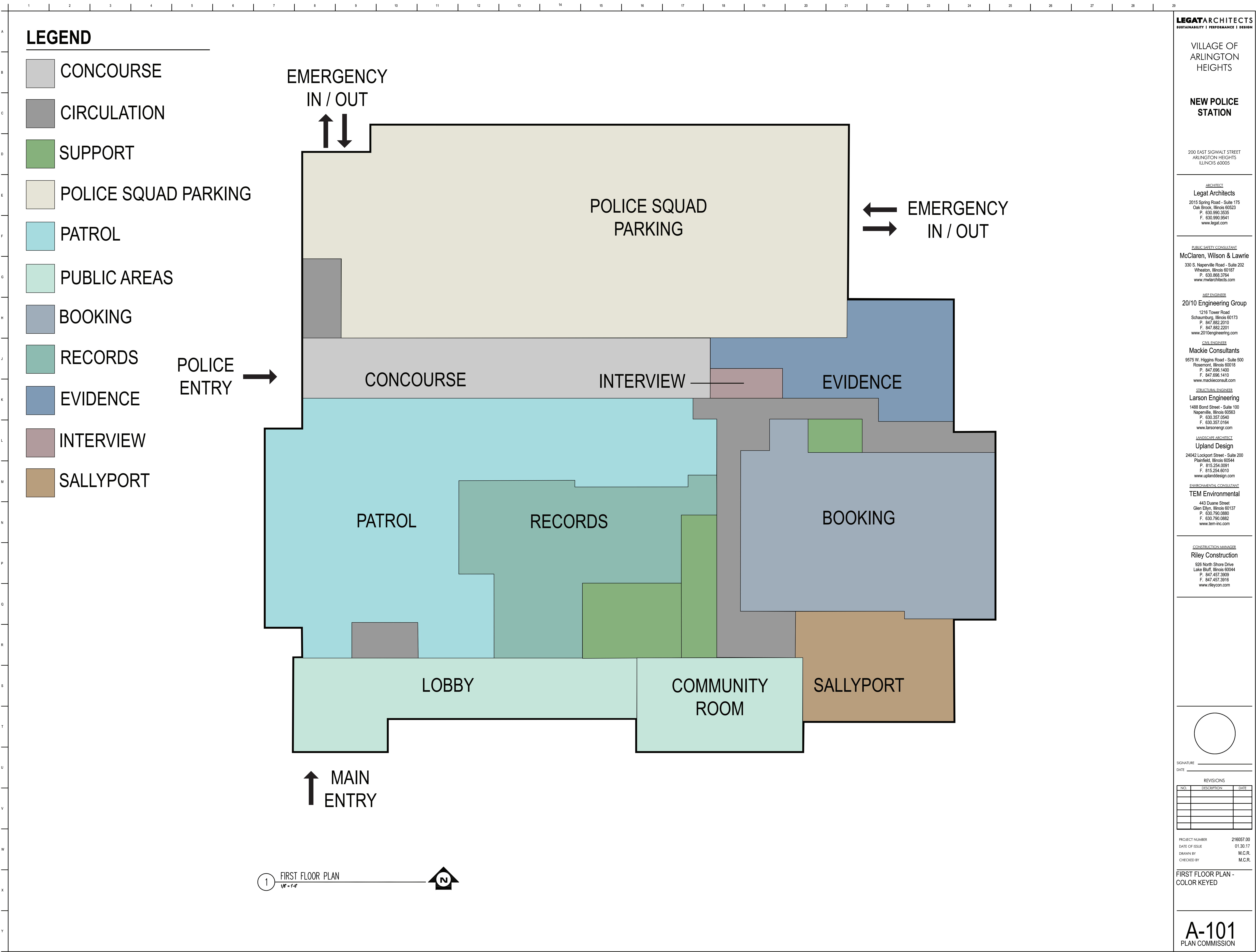
PROJECT NUMBER 216057.00

DATE OF ISSUE 01.30.17

DRAWN BY M.C.R.

CHECKED BY M.C.R.

**BASEMENT PLAN -
COLOR KEYED**

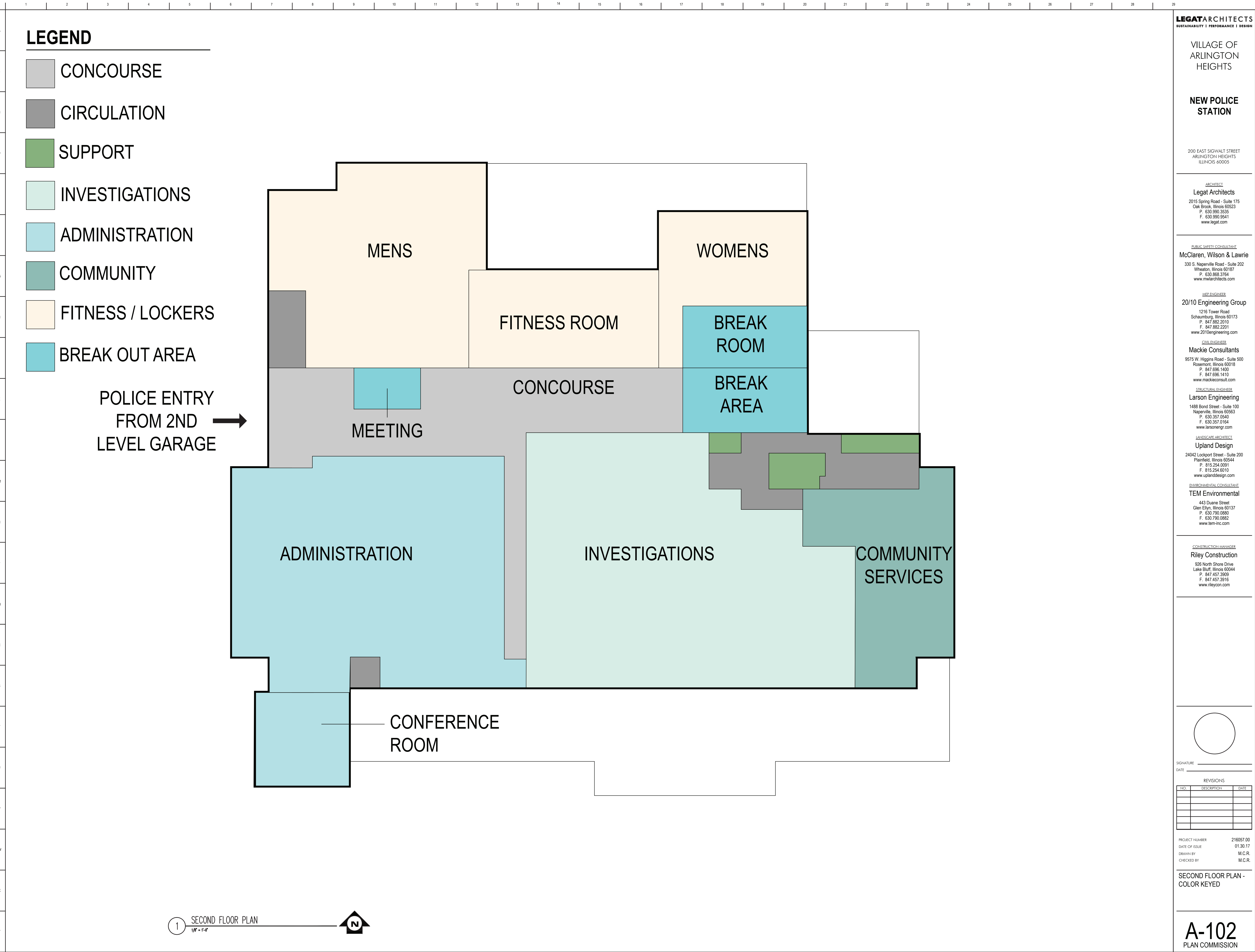


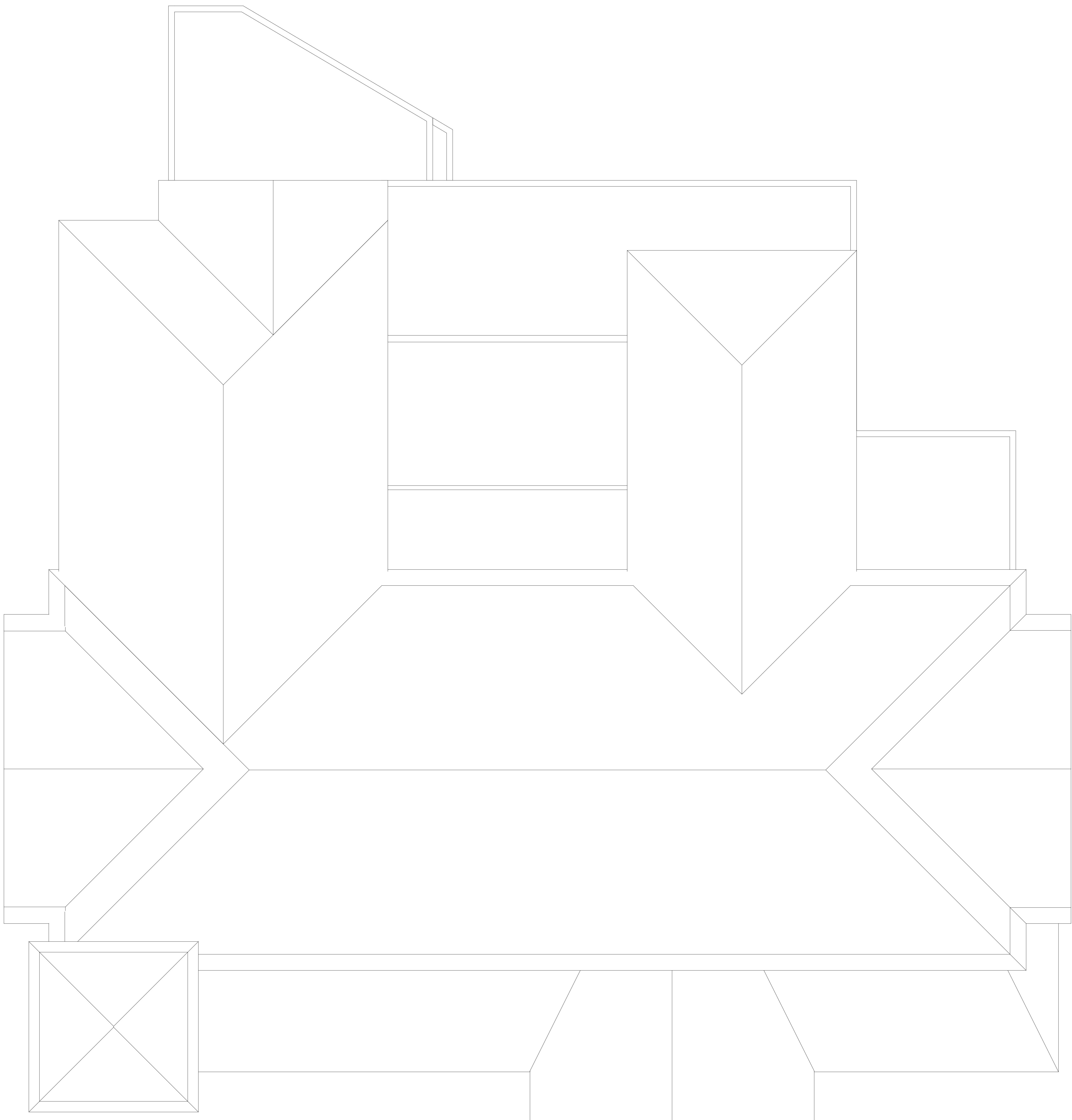
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CHECKED BY M.C.R.

FIRST FLOOR PLAN -
COLOR KEYED





1 ROOF PLAN
1/8" = 1'-0"

LEGATARCHITECTS
SUSTAINABILITY | PERFORMANCE | DESIGN

VILLAGE OF
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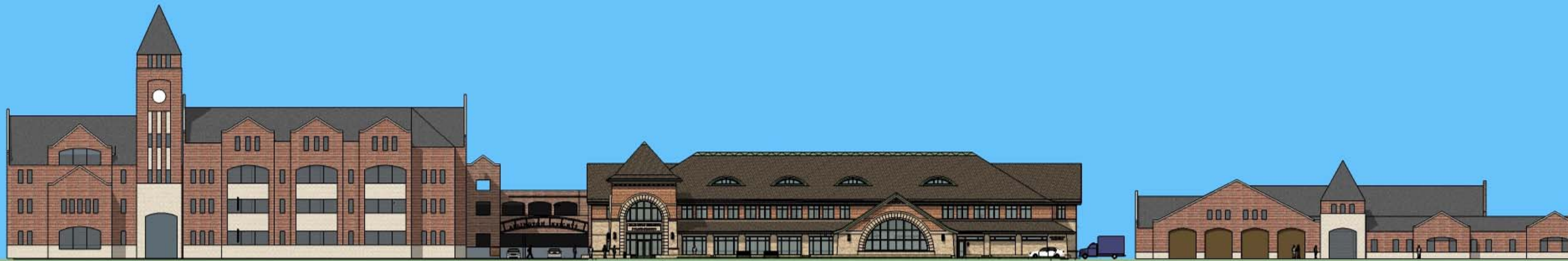
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ROOF PLAN

AR101
PLAN COMMISSION





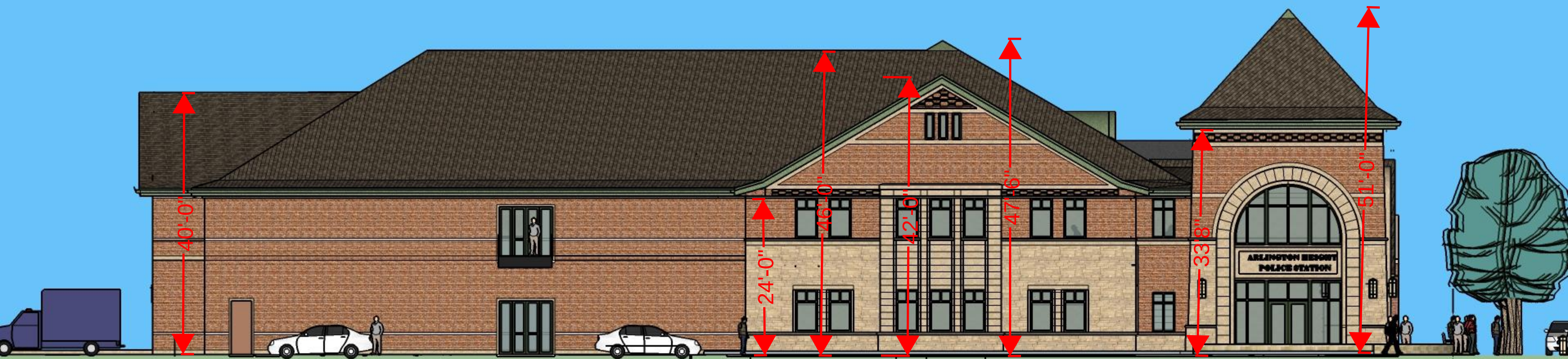


SOUTH ELEVATION

SLOPING GRADE



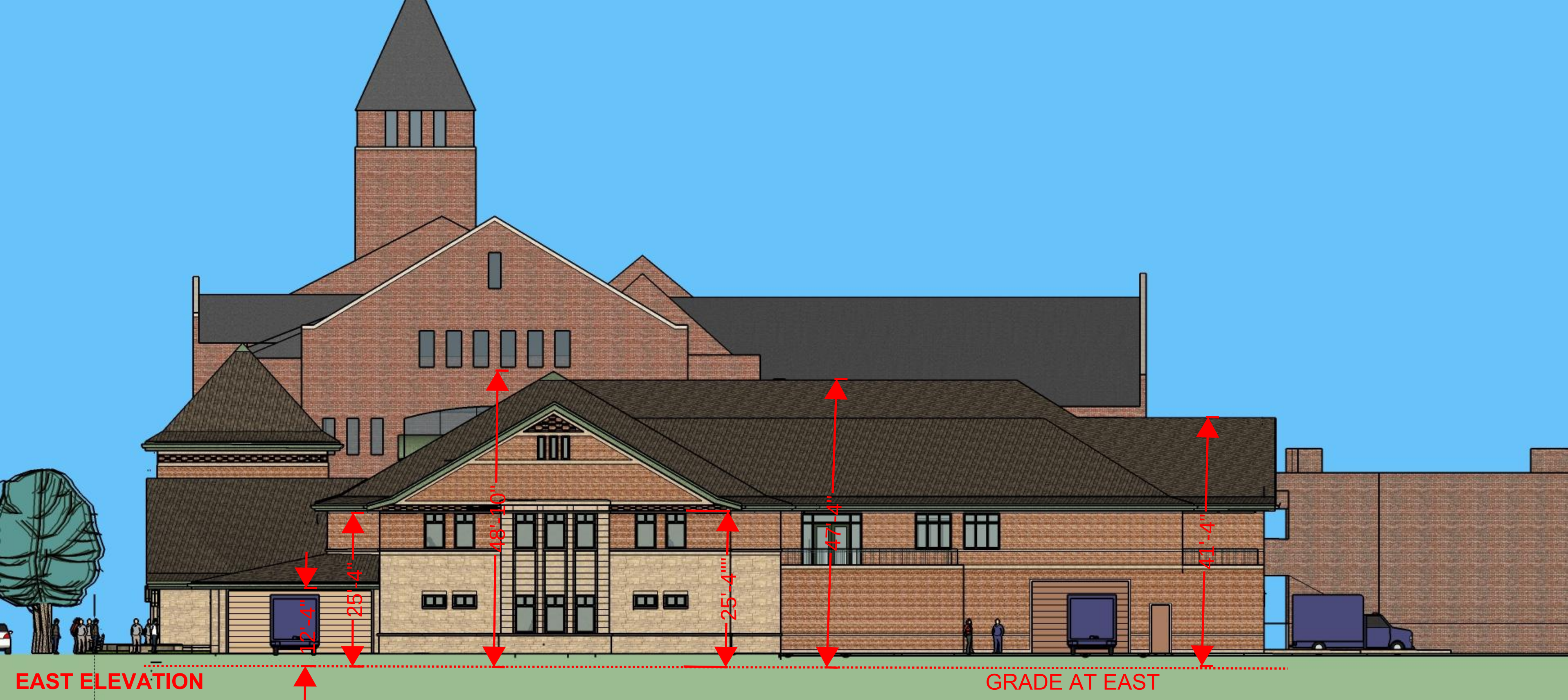




WEST ELEVATION







12'-4"
25'-4"
48'-10"

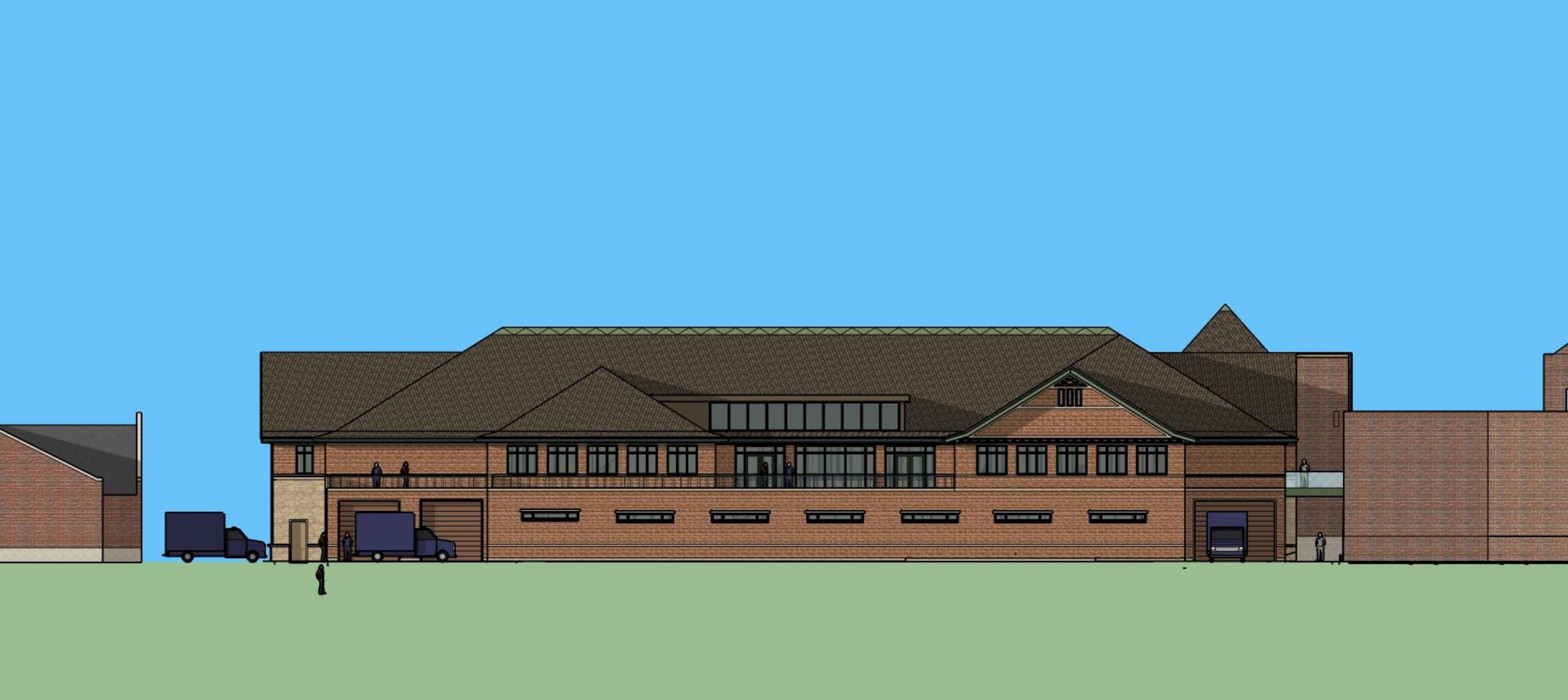
25'-4"

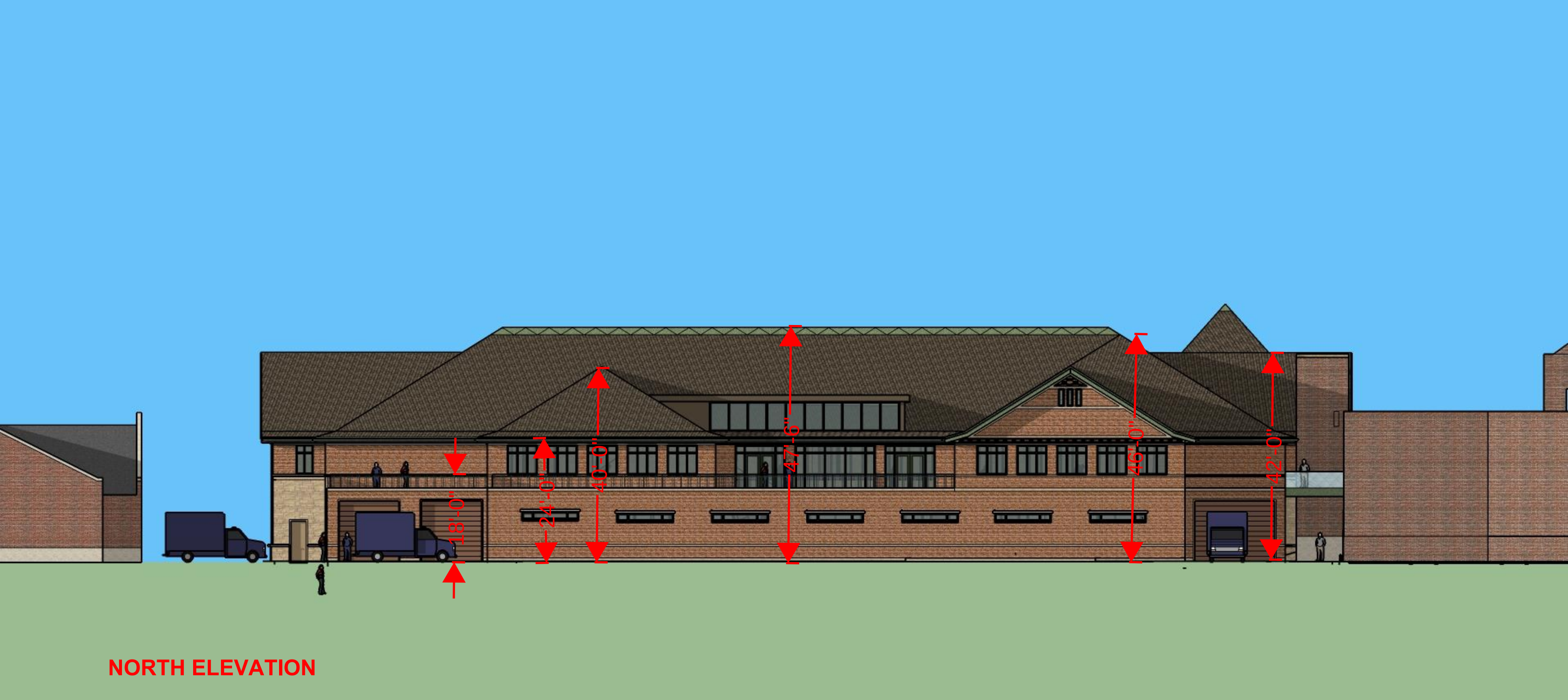
47'-4"

41'-4"

EAST ELEVATION

GRADE AT EAST





NORTH ELEVATION









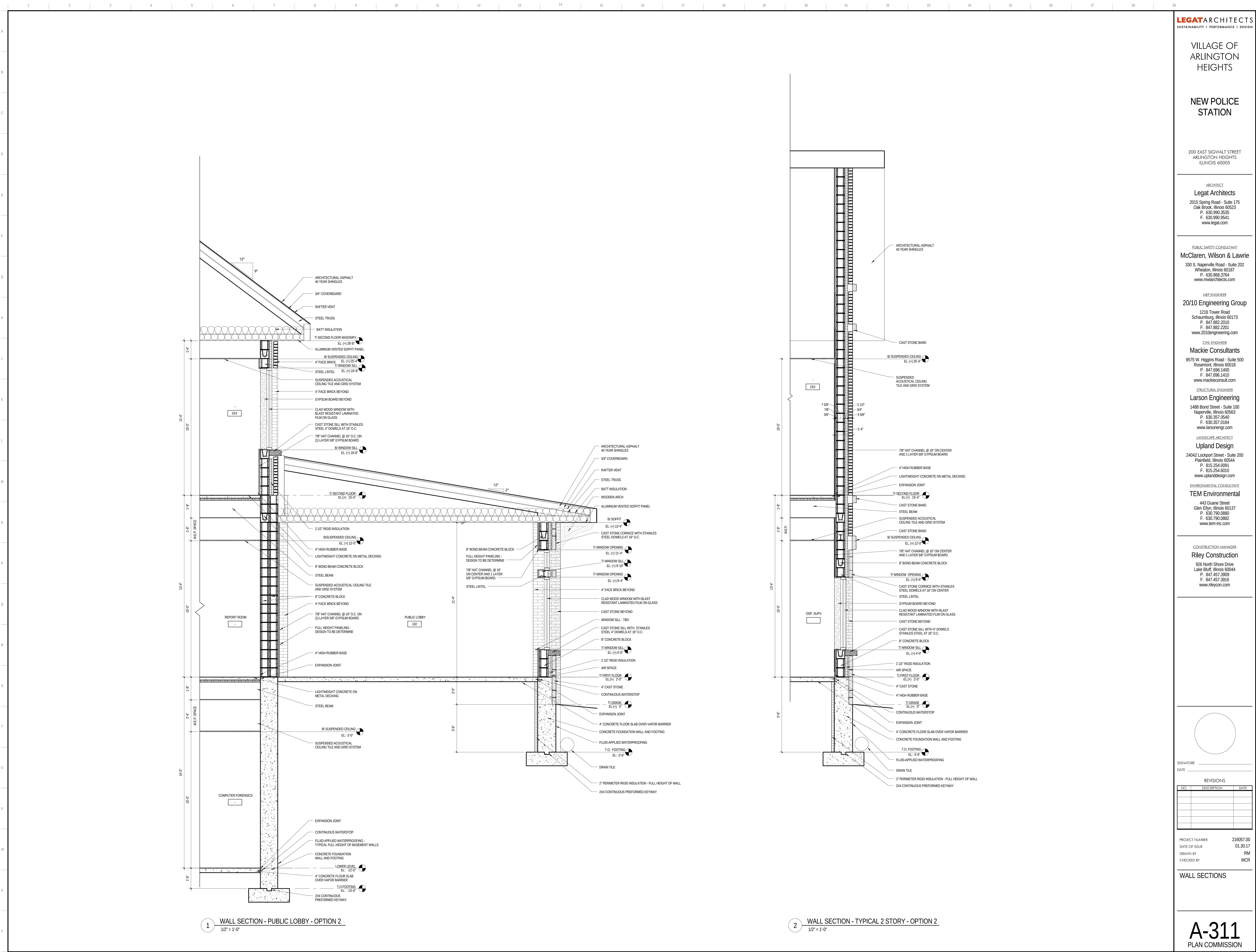












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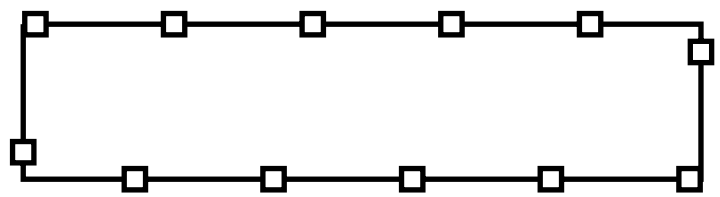
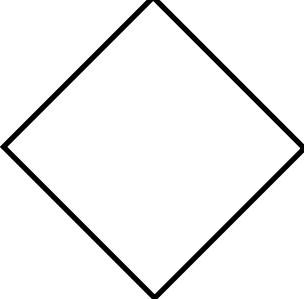
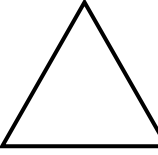
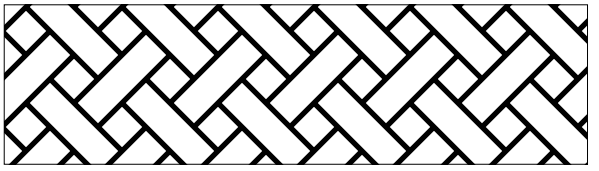
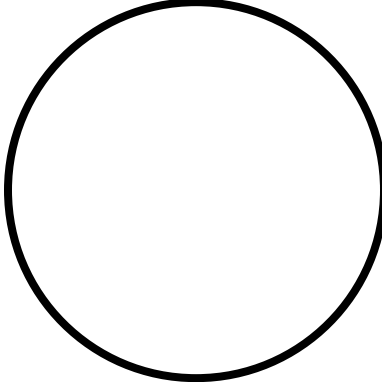
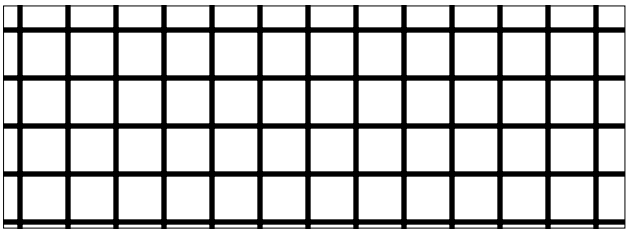
WALL SECTIONS

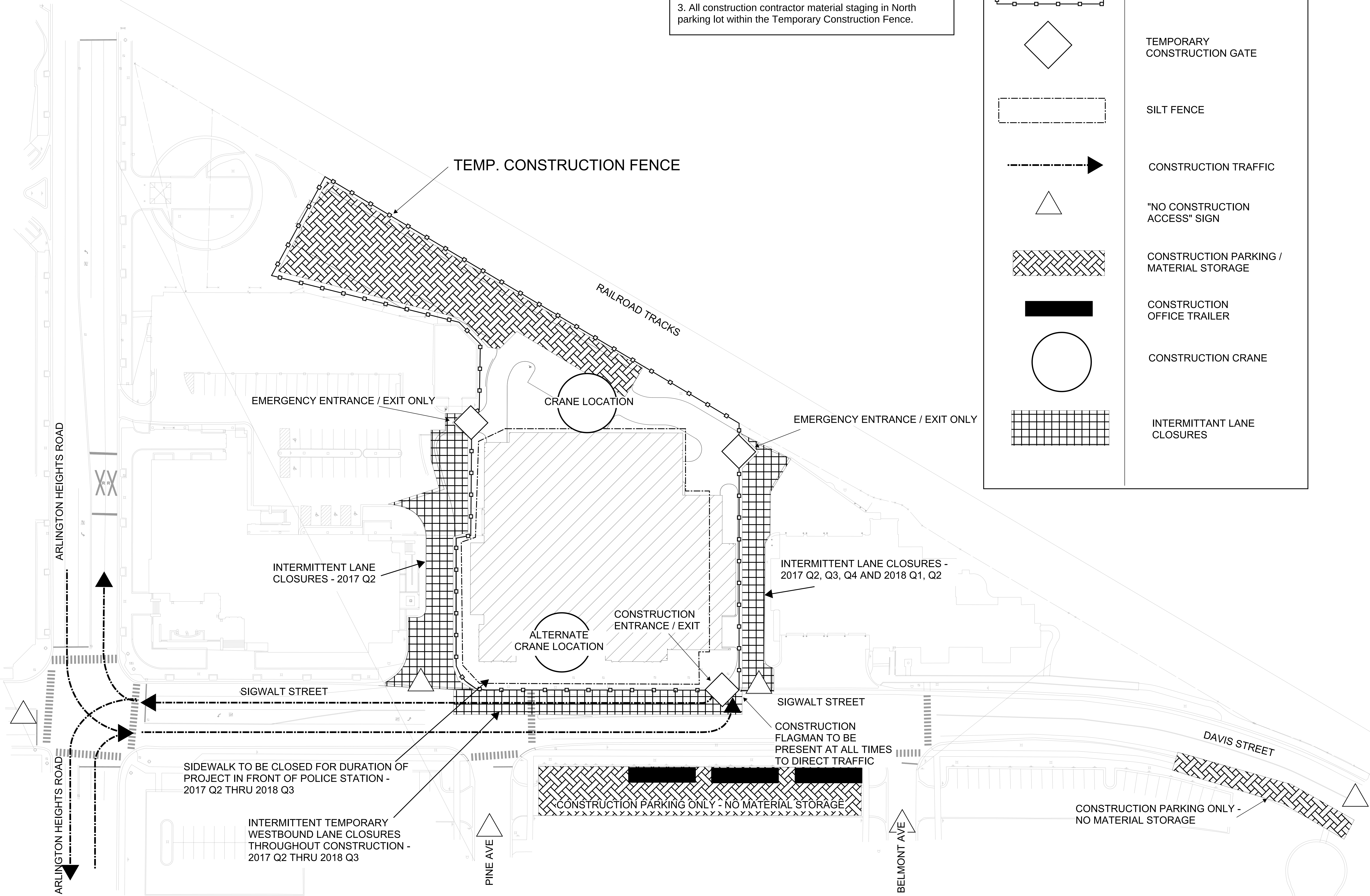
AHPD CONSTRUCTION STAGING PLAN

CONSTRUCTION STAGING GENERAL NOTES

1. All construction work hours are to be from 7am - 6pm (Monday through Friday)
2. All construction traffic access from Arlington Heights Road only.
3. All construction contractor material staging in North parking lot within the Temporary Construction Fence.

CONSTRUCTION STAGING SYMBOL LIST

SYMBOL	DESCRIPTION
	TEMPORARY CONSTRUCTION FENCE
	TEMPORARY CONSTRUCTION GATE
	SILT FENCE
	CONSTRUCTION TRAFFIC
	"NO CONSTRUCTION ACCESS" SIGN
	CONSTRUCTION PARKING / MATERIAL STORAGE
	CONSTRUCTION OFFICE TRAILER
	CONSTRUCTION CRANE
	INTERMITTANT LANE CLOSURES

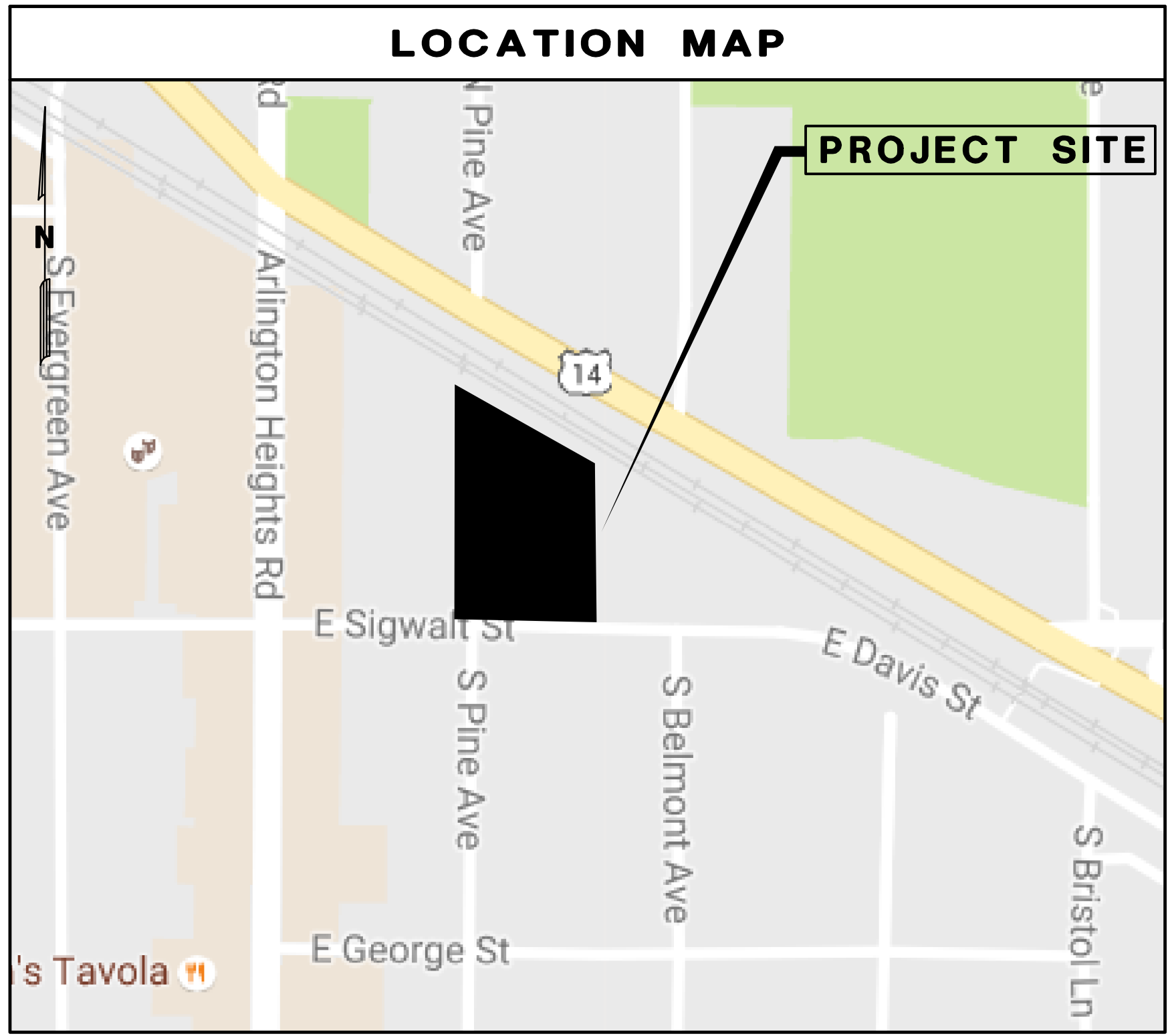


PRELIMINARY ENGINEERING PLANS FOR ARLINGTON HEIGHTS POLICE STATION VILLAGE OF ARLINGTON HEIGHTS, ILLINOIS

LEGEND	
EXISTING	PROPOSED
SANITARY SEWER	8" PVC
FORCE MAIN	12" RCP
STORM SEWER	12" RCP
UNDERDRAIN	UD
MANHOLE	○
CATCH BASIN	○
INLET	○
CLEANOUT	○
WATER MAIN	6" WM
VALVE VAULT	○
VALVE BOX	○
FIRE HYDRANT	○
FLARED END SECTION	△
COMBINED SEWER	8" PVC
STREET LIGHT/PARKING LOT LIGHT	○
POWER POLE	○
STREET SIGN	○
FENCE	—X—X—X—X—
GAS MAIN	—G—G—G—G—
OVERHEAD LINE	—OH—OH—OH—OH—
TELEPHONE LINE	—T—T—T—T—
ELECTRIC LINE	—E—E—E—E—
CABLE TV LINE	—CATV—CATV—
HIGH WATER LEVEL	—HWM XXX—
NORMAL WATER LEVEL	—NWL XXX—
CONTOUR LINE	—XXX.XX—
TOP OF CURB ELEVATION	BC XXX.XX
TOP OF DEPRESSED CURB	BC XXX.XX
PAVEMENT ELEVATION	P XXX.XX
SPOT ELEVATION	XXX.XX
FINISHED FLOOR ELEVATION	FP • XXX.XX
TOP OF FOUNDATION	TF • XXX.XX
GRADE AT FOUNDATION	GF • XXX.XX
HIGH OR LOW POINT	○
OVERLAND FLOOD ROUTE	—
PAVEMENT FLOW DIRECTION	→
SWALE FLOW DIRECTION	→
DEPRESSED CURB AND GUTTER	—
REVERSE CURB AND GUTTER	—

INDEX	
C-100	COVER SHEET
C-101	PRELIMINARY OVERALL SITE PLAN
C-102	PRELIMINARY GRADING PLAN
C-103	PRELIMINARY UTILITY PLAN
C-104	PRELIMINARY PAVING PLAN
C-105	AMBULANCE TURNING MOVEMENT PLAN
C-106	FIRE TRUCK TURNING MOVEMENT PLAN
C-107	POLICE INTERCEPTOR TURNING MOVEMENT PLAN
C-108	SU-30 TURNING MOVEMENT PLAN

ABBREVIATIONS			
AC	ACRE	HWL	HIGH WATER ELEVATION
BC	BACK OF CURB	INL	INLET
BTM	BOTTOM	INV	INVERT
CB	CATCH BASIN	LF	LINEAL FEET/FOOT
CFS	CUBIC FEET PER SECOND	LP	LIGHT POLE
CY	CUBIC YARD	LT	LEFT
DIA	DIAMETER	L/W	LOWEST GRADE ADJACENT TO RETAINING WALL
DIWM	DUCTILE IRON WATER MAIN	MAX	MAXIMUM
EL	ELEVATION	MH	STORM MANHOLE
EP	EDGE OF PAVEMENT	MIN	MINIMUM
FF	FINISHED FLOOR	NWL	NORMAL WATER ELEVATION
FES	FLARED END SECTION	OCS	OUTLET CONTROL STRUCTURE
FT	FOOT/FEET	P	PAVEMENT ELEVATION
G	GUTTER ELEVATION	PVC	POLYVINYL CHLORIDE PIPE
GF	GRADE AT FOUNDATION	R	RADIUS
GR	GRADE RING ELEVATION	RCP	REINFORCED CONCRETE PIPE
HDPE	HIGH DENSITY POLYETHYLENE PIPE	RIM	RIM ELEVATION
HYD	FIRE HYDRANT	RT	RIGHT
HMA	HOT MIX ASPHALT	ROW	RIGHT OF WAY
SAN	SANITARY SEWER	STA	STATION
SMH	SANITARY MANHOLE	STM	STORM SEWER
SY	SQUARE YARD	SWPP	STORMWATER POLLUTION PREVENTION PLAN
TDC	TOP OF DEPRESSED CURB	TC	TOP OF CURB
TF	TOP OF FOUNDATION	T/W	TOP OF RETAINING WALL
TYP	TYPICAL	VB	VALVE BOX
VC	VERTICAL CURVE	VC	VALVE VAULT
W	WALK ELEVATION	WM	WATER MAIN
VPI	VERTICAL POINT OF INTERSECTION		



DRAINAGE CERTIFICATION	
I HEREBY CERTIFY THAT TO THE BEST OF MY KNOWLEDGE AND BELIEF, THE DRAINAGE OF SURFACE WATERS WILL NOT BE CHANGED BY THE CONSTRUCTION OF SAID IMPROVEMENTS OR ANY PART THEREOF, OR, THAT IF SUCH SURFACE WATER DRAINAGE WILL BE CHANGED, REASONABLE PROVISION HAS BEEN MADE FOR COLLECTION AND DIVERSION OF SUCH SURFACE WATERS INTO PUBLIC AREA, OR DRAINS WHICH THE SUBDIVIDER HAS A RIGHT TO USE AND THAT SUCH SURFACE WATERS WILL BE PLANNED FOR IN ACCORDANCE WITH GENERALLY ACCEPTED ENGINEERING PRACTICES TO REDUCE THE LIKELIHOOD OF DAMAGE TO THE ADJOINING PROPERTY BECAUSE OF THE CONSTRUCTION OF THE IMPROVEMENTS.	
ENGINEER'S SIGNATURE	REGISTERED PROFESSIONAL ENGINEER'S SEAL

SOURCE BENCHMARK:
VILLAGE OF ARLINGTON HEIGHTS MONUMENT 57. 3" BRASS DISK IN CONCRETE 35 FEET +/- NORTH OF THE CENTERLINE OF SOUTH STREET AND 23 FEET +/- WEST OF THE CENTERLINE OF HIGHLAND AVENUE AT THE NORTHWEST CORNER OF THE INTERSECTION. ELEVATION = 684.82 (NAVD 1988)

SITE BENCHMARKS:
SITE BENCHMARK #3: NORTHEAST BONNET BOLT OF A FIRE HYDRANT LOCATED ON THE NORTH SIDE OF SIGWALT STREET NEAR THE SOUTHWEST CORNER OF THE MUNICIPAL BUILDING. ELEVATION = 685.99
SITE BENCHMARK #4: NORTHWEST BONNET BOLT OF A FIRE HYDRANT LOCATED ON THE WEST SIDE OF ARLINGTON HEIGHTS ROAD NEAR THE NORTHWEST CORNER OF THE SITE. ELEVATION = 695.93



1/10/2017 3:54:34 PM M:\2017\Engineering\Police Station Preliminary C100 - cover.plt

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Rosemont, IL 60018
(847)696-1400
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CLIENT:
VILLAGE OF ARLINGTON HEIGHTS
200 EAST SIGWALT STREET
ARLINGTON HEIGHTS, ILLINOIS 60005
PHONE: 847-368-5250

DESIGNED	KJM
DRAWN	MSR
APPROVED	KJM
DATE	01/04/2017
SCALE	N.T.S.

01-27-17	REVISED PER VILLAGE COMMENTS	JAD
DATE	DESCRIPTION OF REVISION	BY

COVER SHEET
ARLINGTON HEIGHTS POLICE STATION
ARLINGTON HEIGHTS, ILLINOIS

SHEET
C-100
PROJECT NUMBER: 2930
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ILLINOIS FIRM LICENSE 184-002694

MWRD GENERAL NOTES

A. REFERENCED SPECIFICATIONS

1. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE APPLICABLE SECTIONS OF THE FOLLOWING, EXCEPT AS MODIFIED HEREIN OR ON THE PLANS:

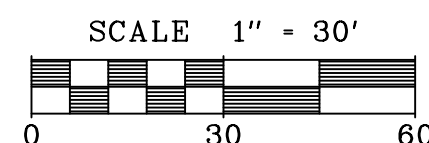
- * STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION (LATEST EDITION), BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION (IDOT SS) FOR ALL IMPROVEMENTS EXCEPT SANITARY SEWER AND WATER MAIN CONSTRUCTION;
- * STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS, LATEST EDITION (SSWS) FOR SANITARY SEWER AND WATER MAIN CONSTRUCTION;
- * VILLAGE OF ARLINGTON HEIGHTS MUNICIPAL CODE;
- * THE METROPOLITAN WATER RECLAMATION DISTRICT OF GREATER CHICAGO (MWRD) WATERSHED MANAGEMENT ORDINANCE AND TECHNICAL GUIDANCE MANUAL;
- * IN CASE OF CONFLICT BETWEEN THE APPLICABLE ORDINANCES NOTED, THE MORE STRINGENT SHALL TAKE PRECEDENCE AND SHALL CONTROL ALL CONSTRUCTION.

1. THE MWPD LOCAL SEWER SYSTEMS SECTION FIELD OFFICE MUST BE NOTIFIED AT LEAST TWO (2) WORKING DAYS PRIOR TO THE COMMENCEMENT OF ANY WORK (CALL 708-584-4055).
2. THE VILLAGE OF ARLINGTON HEIGHTS ENGINEERING DEPARTMENT AND PUBLIC MUST BE NOTIFIED AT LEAST 24 HOURS PRIOR TO THE START OF CONSTRUCTION AND PRIOR TO EACH PHASE OF WORK. CONTRACTOR SHALL DETERMINE ITEMS REQUIRING INSPECTION PRIOR TO START OF CONSTRUCTION OR EACH WORK PHASE.
3. THE CONTRACTOR SHALL NOTIFY ALL UTILITY COMPANIES PRIOR TO BEGINNING CONSTRUCTION FOR THE EXACT LOCATIONS OF UTILITIES AND FOR THEIR PROTECTION DURING CONSTRUCTION. IF EXISTING UTILITIES ARE ENCOUNTERED THAT CONFLICT IN LOCATION WITH NEW CONSTRUCTION, IMMEDIATELY NOTIFY THE ENGINEER SO THAT THE CONFLICT CAN BE RESOLVED. CALL J.U.I.L.E. AT 1-800-892-0123

1. ALL ELEVATIONS SHOWN ON PLANS REFERENCE THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88).
2. MWWD, THE MUNICIPALITY AND THE OWNER OR OWNER'S REPRESENTATIVE SHALL HAVE THE AUTHORITY TO INSPECT, APPROVE, AND REJECT THE CONSTRUCTION IMPROVEMENTS.
3. THE CONTRACTOR(S) SHALL INDEMNIFY THE OWNER, ENGINEER, MUNICIPALITY, MWWD, AND THEIR AGENTS, ETC., FROM ALL LIABILITY INVOLVED WITH THE CONSTRUCTION, INSTALLATION, OR TESTING OF THIS WORK ON THE PROJECT.
4. THE PROPOSED IMPROVEMENTS MUST BE CONSTRUCTED IN ACCORDANCE WITH THE ENGINEERING PLANS AS APPROVED BY MWWD AND THE MUNICIPALITY UNLESS CHANGES ARE APPROVED BY MWWD, THE MUNICIPALITY, OR AUTHORIZED AGENT. THE CONSTRUCTION DETAILS, AS PRESENTED ON THE PLANS, MUST BE FOLLOWED. PROPER CONSTRUCTION TECHNIQUES MUST BE FOLLOWED ON THE IMPROVEMENTS INDICATED ON THE PLANS.
5. THE LOCATION OF VARIOUS UNDERGROUND UTILITIES WHICH ARE SHOWN ON THE PLANS ARE FOR INFORMATION ONLY AND REPRESENT THE BEST KNOWLEDGE OF THE ENGINEER. DEEPER LOCATIONS AND ELEVATIONS PRIOR TO BEGINNING THE CONSTRUCTION OPERATIONS.
6. ANY EXISTING PAVEMENT, SIDEWALK, DRIVEWAY, ETC., DAMAGED DURING CONSTRUCTION OPERATIONS AND NOT CALLED FOR TO BE REMOVED SHALL BE REPLACED AT THE EXPENSE OF THE CONTRACTOR.

- ### SITE PLAN GENERAL NOTES

1. ALL DIMENSIONS ARE TO BACK OF CURB OR FACE OF BUILDING, UNLESS OTHERWISE NOTED.
2. ALL RADII ARE TO BACK OF CURB, UNLESS OTHERWISE NOTED.
3. ALL BUILDING DIMENSIONS ARE BASED ON ARCHITECTURAL PLANS. CONTRACTOR SHALL REFER TO ARCHITECTURAL PLANS FOR EXACT BUILDING DIMENSIONS AND CONTACT THE ARCHITECT FOR ANY DISCREPANCIES.
4. ALL ONSITE PAVEMENT MARKINGS SHALL BE PAINTED, UNLESS OTHERWISE NOTED.
5. ALL PROPOSED CURB AND GUTTER SHALL BE 86.12 AND SHALL BE DERESSED CURB WHERE SIDEWALK MEETS A STREET, UNLESS OTHERWISE INDICATED. CURB DEPRESSIONS SHALL MEET ADA REQUIREMENTS AS NOTED IN THE CONSTRUCTION DETAILS.
6. ALL JOINTS MADE WITH EXISTING PAVEMENT, CURB, WALK OR CURB AND GUTTER ARE TO BE SAWCUT FULL DEPTH WITHIN 24 HOURS OF PLACEMENT.
7. SEE ARCHITECTURAL PLANS FOR DETAILS OF SALLY PORT, EXAM BAY, EVIDENCE BAY, PARKING GARAGE AND SIDEWALK PLAN. SEE LANDSCAPE PLANS FOR HARDSCAPE AND PLANTING DETAILS.
8. ALL CURB ISLANDS TO HAVE 1-FOOT MINIMUM RADIUS ON CORNERS, UNLESS OTHERWISE SHOWN.
9. EXISTING CONDITIONS DEPICTED IN PLANS ARE BASED ON ALTA/NSPS LAND TITLE SURVEY DATED AUGUST 10, 2016 BY MACKIE CONSULTANTS, LLC.



FIRE STATION

SIGWALT STREET



Mackie Consultants, LLC
9575 W. Higgins Road, Suite 500
Rosemont, IL 60018
(847)696-1400
www.mackieconsult.com

CLIENT: **VILLAGE OF ARLINGTON HEIGHTS**
200 EAST SIGWALT STREET
ARLINGTON HEIGHTS, ILLINOIS 60005
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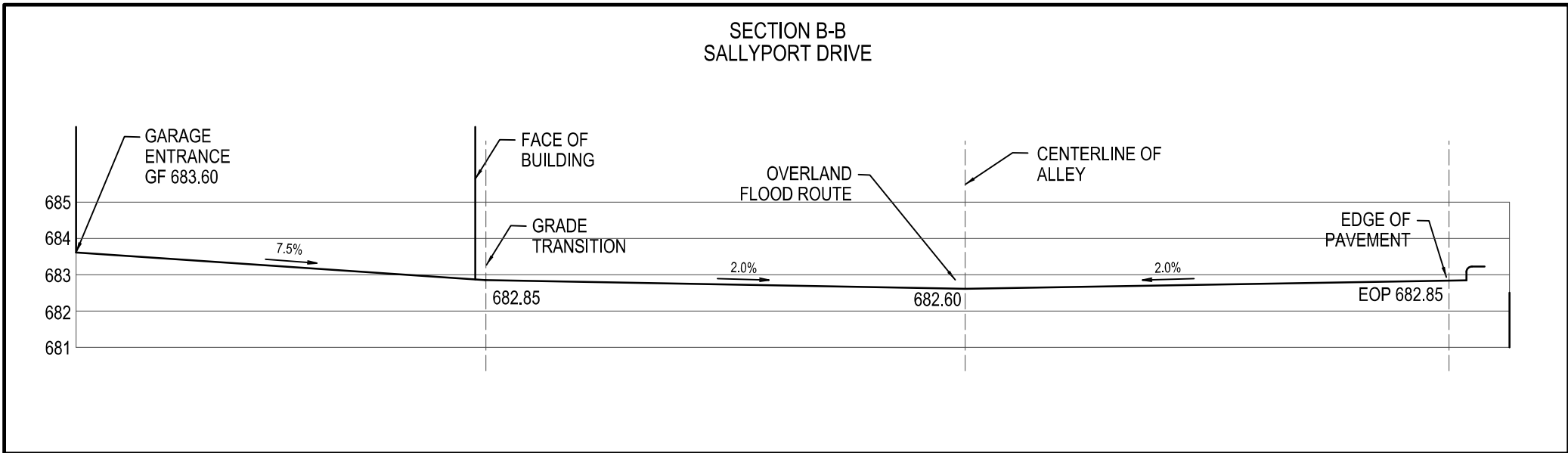
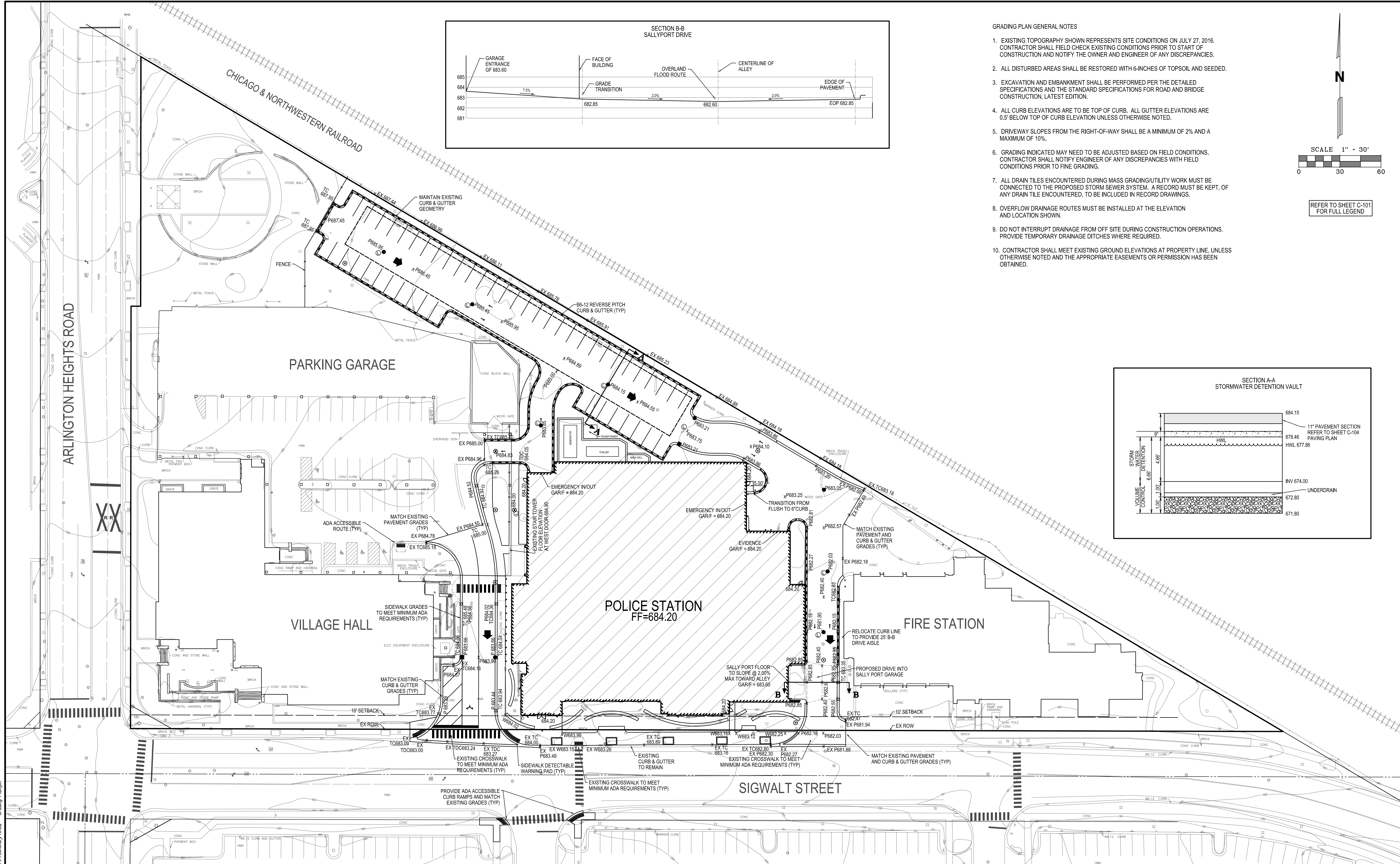
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			DRAWN	MSR
			APPROVED	KJM
			DATE	01/04/2017
01-27-17	REVISED PER VILLAGE COMMENTS	JAD	SCALE	1" = 30'
DATE	DESCRIPTION OF REVISION	BY		

**PRELIMINARY OVERALL SITE PLAN
ARLINGTON HEIGHTS POLICE STATION
ARLINGTON HEIGHTS, ILLINOIS**

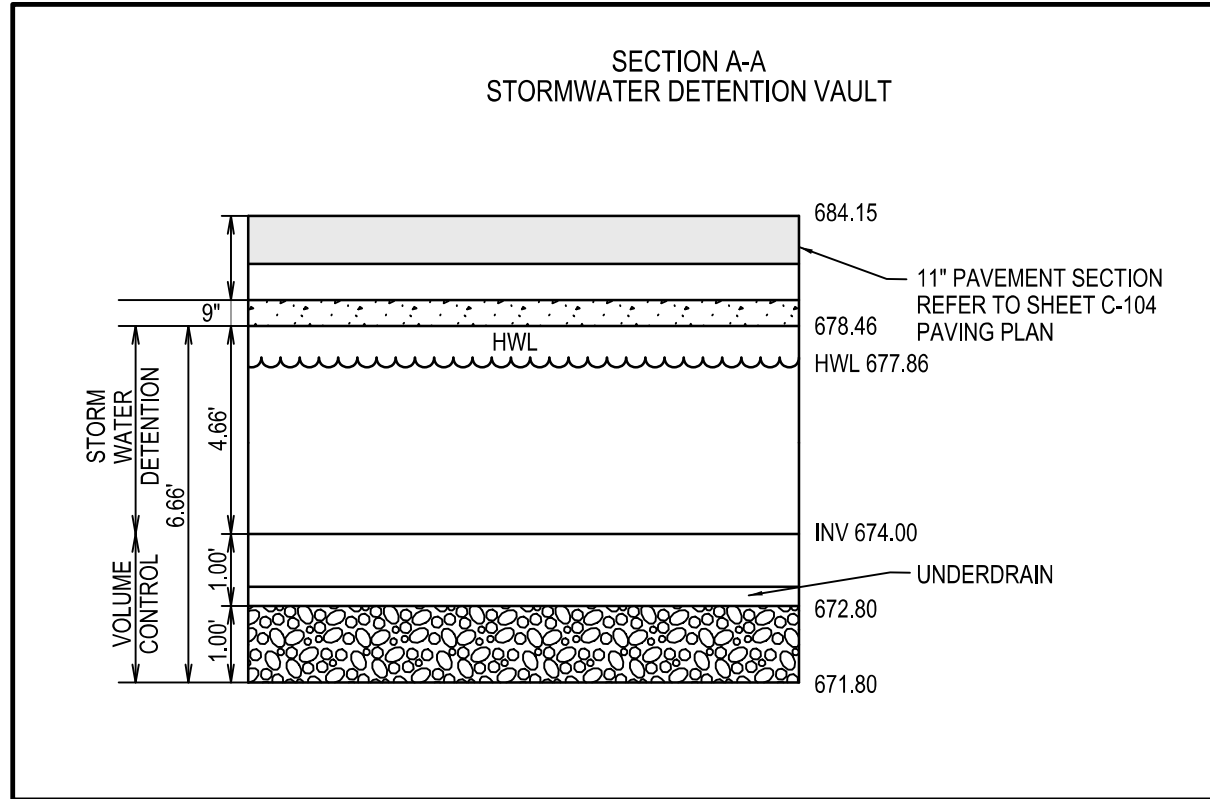
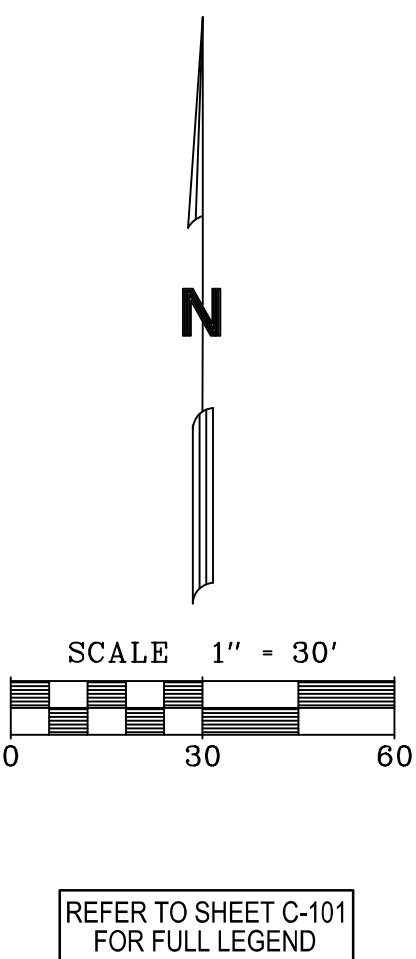
SHEET
C-101

PROJECT NUMBER: 2930
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 WE | 2030 | Engineering | Plots | Preliminary | C101 - Overall Site Plan alt



- GRADING PLAN GENERAL NOTES
- EXISTING TOPOGRAPHY SHOWN REPRESENTS SITE CONDITIONS ON JULY 27, 2016. CONTRACTOR SHALL FIELD CHECK EXISTING CONDITIONS PRIOR TO START OF CONSTRUCTION AND NOTIFY THE OWNER AND ENGINEER OF ANY DISCREPANCIES.
 - ALL DISTURBED AREAS SHALL BE RESTORED WITH 6-INCHES OF TOPSOIL AND SEEDING.
 - EXCAVATION AND EMBANKMENT SHALL BE PERFORMED PER THE DETAILED SPECIFICATIONS AND THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, LATEST EDITION.
 - ALL CURB ELEVATIONS ARE TO BE TOP OF CURB. ALL GUTTER ELEVATIONS ARE 0.5' BELOW TOP OF CURB ELEVATION UNLESS OTHERWISE NOTED.
 - DRIVEWAY SLOPES FROM THE RIGHT-OF-WAY SHALL BE A MINIMUM OF 2% AND A MAXIMUM OF 10%.
 - GRADING INDICATED MAY NEED TO BE ADJUSTED BASED ON FIELD CONDITIONS. CONTRACTOR SHALL NOTIFY ENGINEER OF ANY DISCREPANCIES WITH FIELD CONDITIONS PRIOR TO FINE GRADING.
 - ALL DRAIN TILES ENCOUNTERED DURING MASS GRADING/UTILITY WORK MUST BE CONNECTED TO THE PROPOSED STORM SEWER SYSTEM. A RECORD MUST BE KEPT, OF ANY DRAIN TILE ENCOUNTERED, TO BE INCLUDED IN RECORD DRAWINGS.
 - OVERFLOW DRAINAGE ROUTES MUST BE INSTALLED AT THE ELEVATION AND LOCATION SHOWN.
 - DO NOT INTERRUPT DRAINAGE FROM OFF SITE DURING CONSTRUCTION OPERATIONS. PROVIDE TEMPORARY DRAINAGE DITCHES WHERE REQUIRED.
 - CONTRACTOR SHALL MEET EXISTING GROUND ELEVATIONS AT PROPERTY LINE. UNLESS OTHERWISE NOTED AND THE APPROPRIATE EASEMENTS OR PERMISSION HAS BEEN OBTAINED.



1/10/2017 11:55:15 AM
11/12/2017 Engineering Photo Preliminary C102 - Grading Plan



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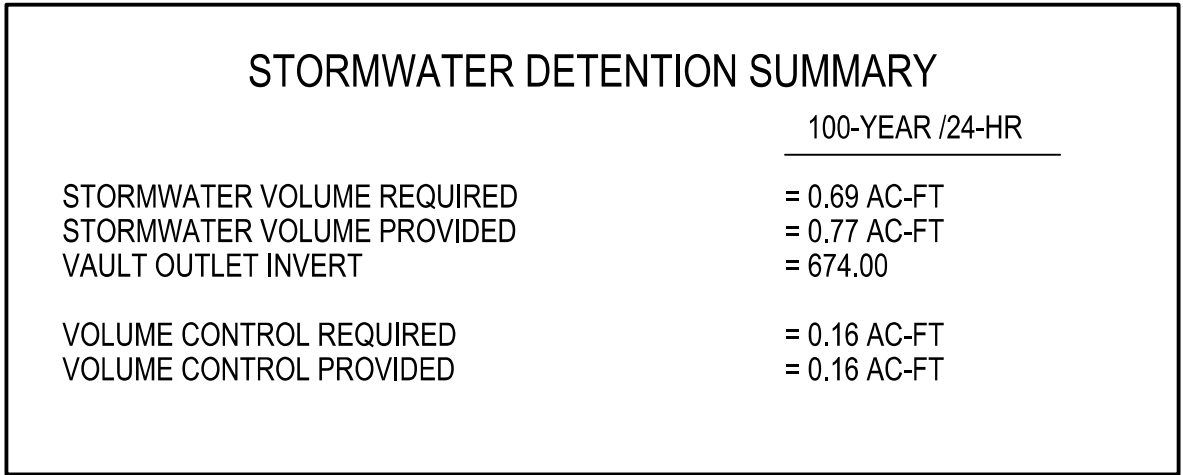
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ARLINGTON HEIGHTS, ILLINOIS 60005
PHONE: 847-368-5250

		DESIGNED	KJM
		DRAWN	MSR
		APPROVED	KJM
		DATE	01/04/2017
01-27-17	DATE	REVISD PER VILLAGE COMMENTS	JAD
		DESCRIPTION OF REVISION	BY

PRELIMINARY GRADING PLAN
ARLINGTON HEIGHTS POLICE STATION
ARLINGTON HEIGHTS, ILLINOIS

SHEET
C-102

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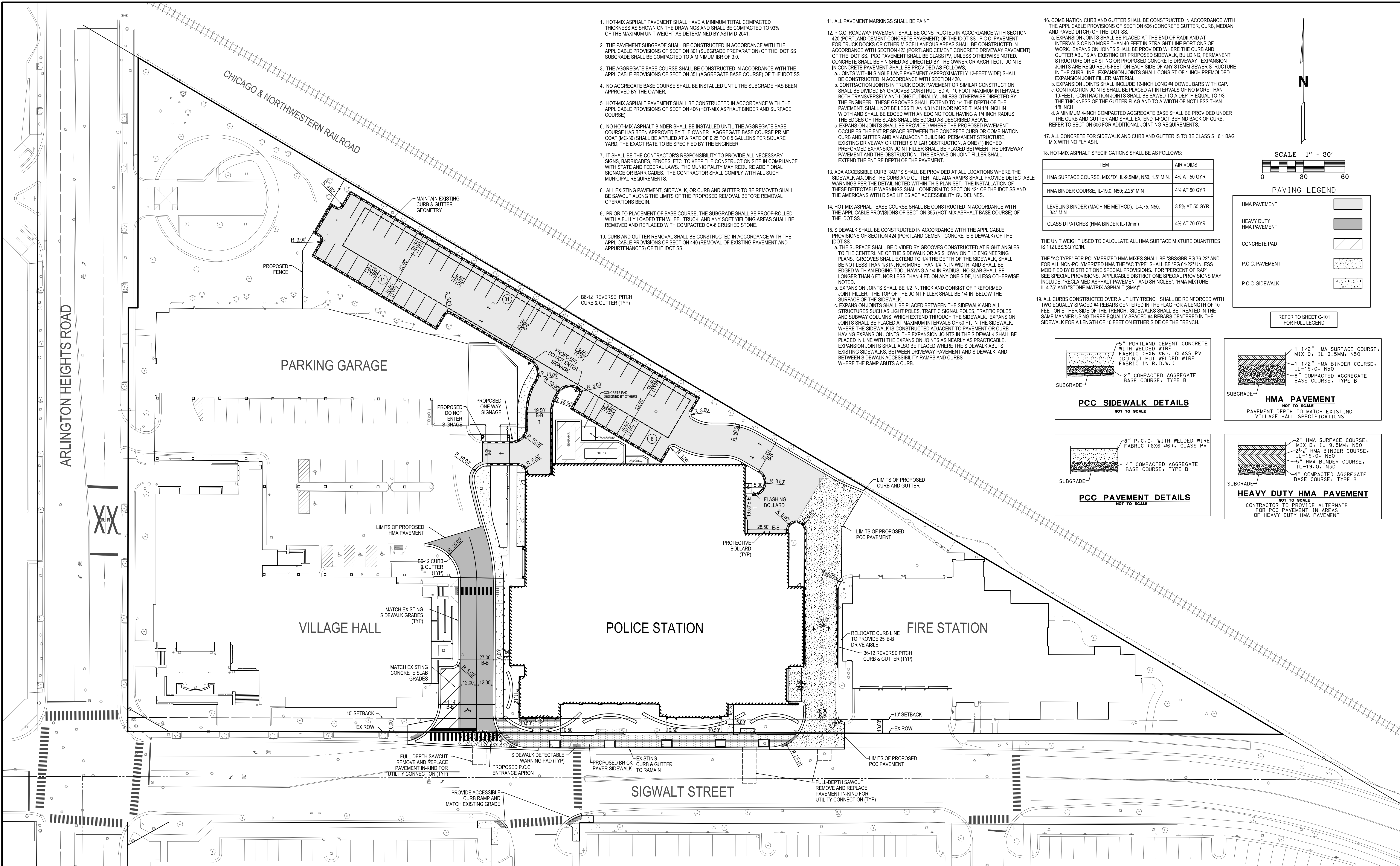
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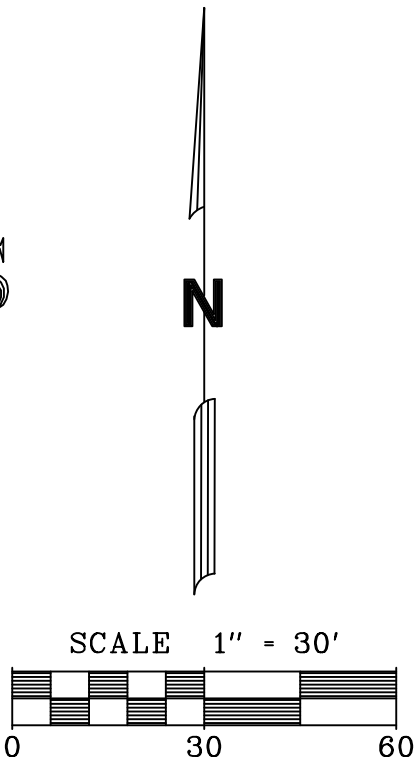
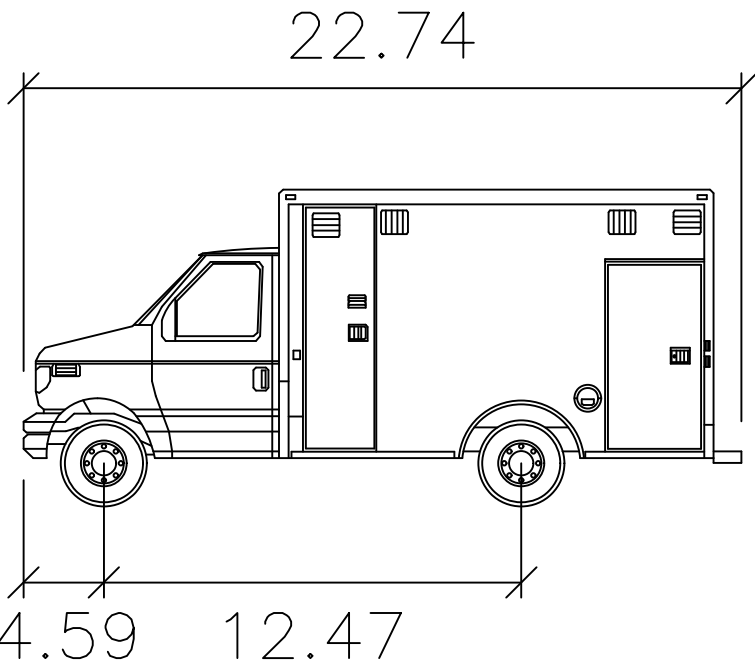
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APPROVED	KJM
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SCALE	1" = 30'
01-27-17 DATE	REVISED PER VILLAGE COMMENTS DESCRIPTION OF REVISION
JAD BY	

PRELIMINARY PAVING PLAN
ARLINGTON HEIGHTS POLICE STATION
ARLINGTON HEIGHTS, ILLINOIS

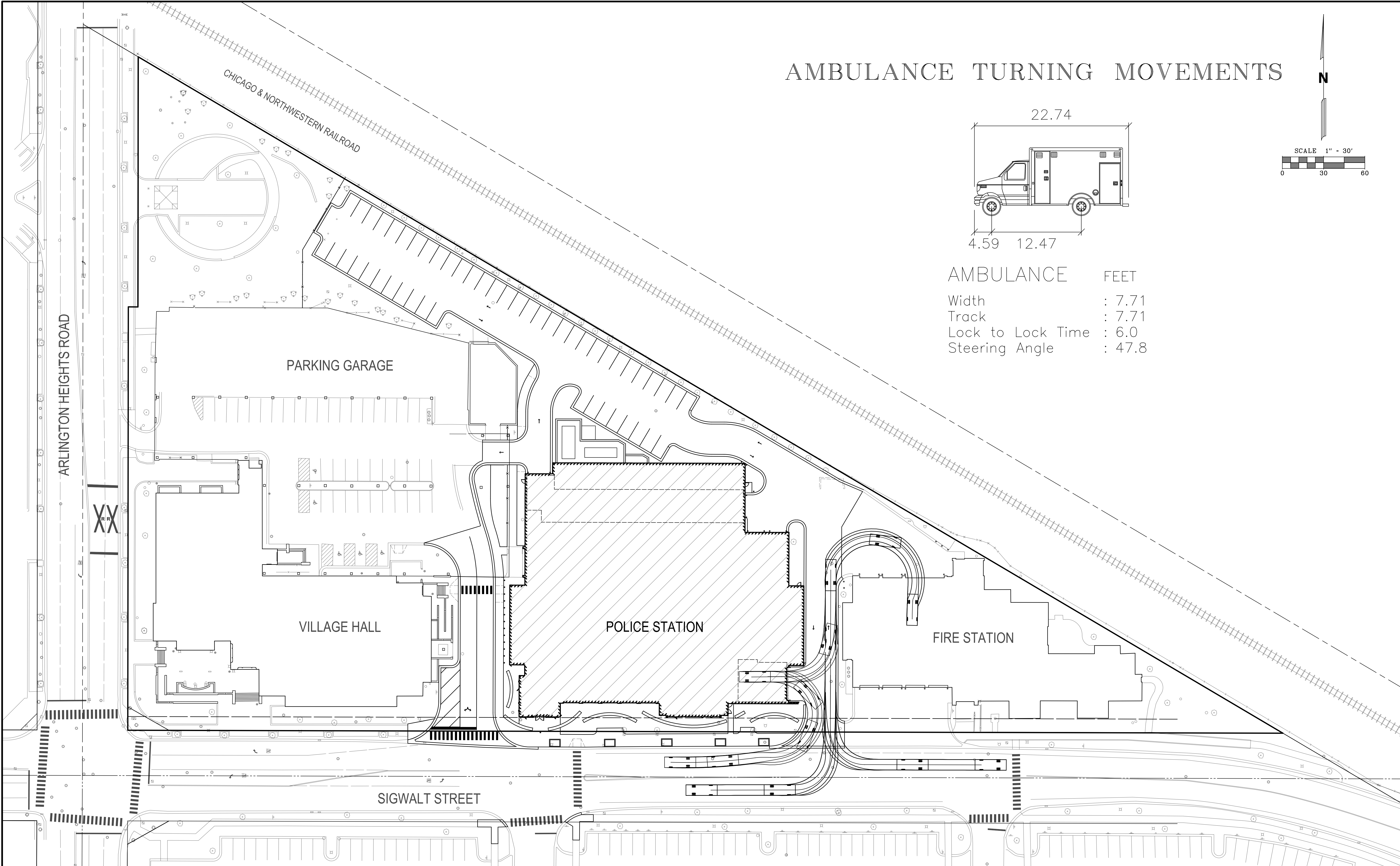
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C-104
PROJECT NUMBER: 2930
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AMBULANCE TURNING MOVEMENTS



AMBULANCE	FEET
Width	: 7.71
Track	: 7.71
Lock to Lock Time	: 6.0
Steering Angle	: 47.8



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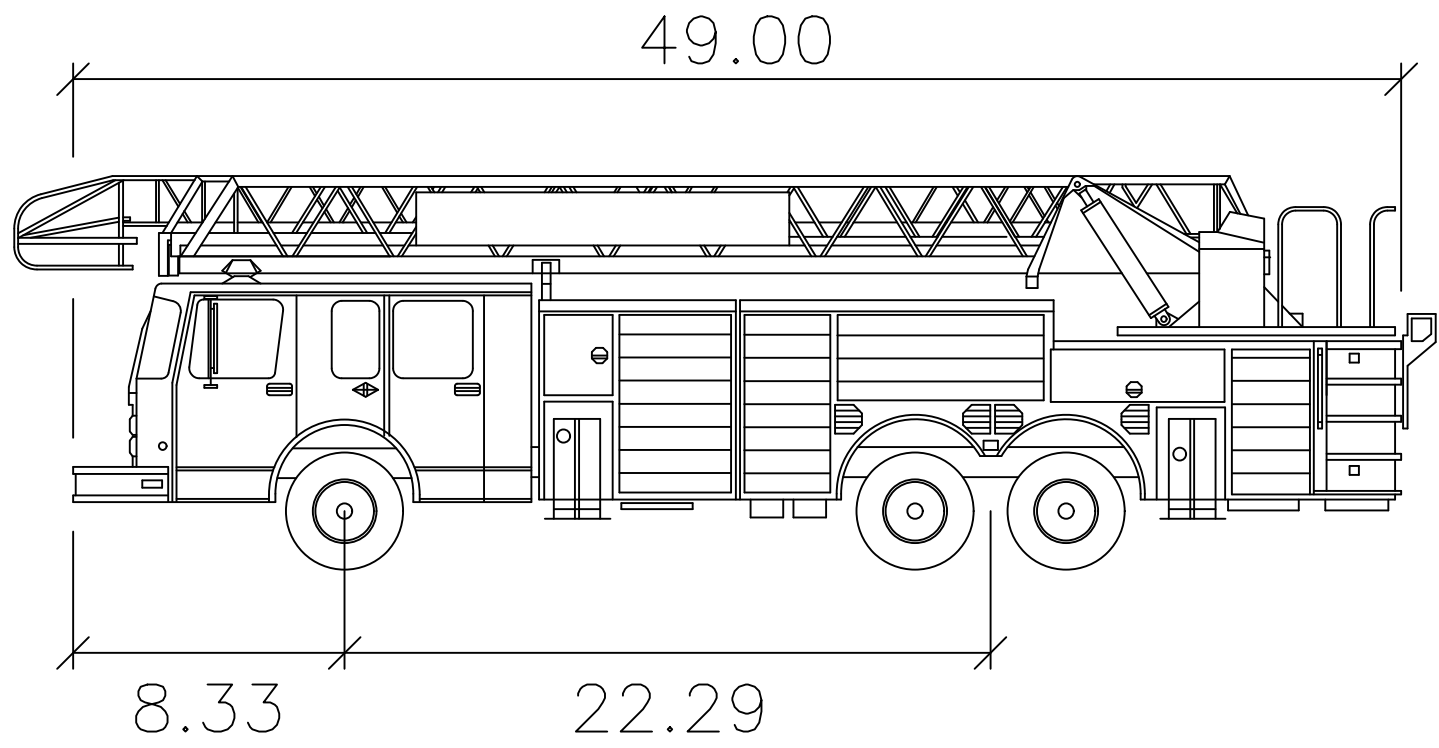
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200 EAST SIGWALT STREET
ARLINGTON HEIGHTS, ILLINOIS 60005

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		DATE	01/04/2017
01-27-17	REVISED PER VILLAGE COMMENTS	JAD	SCALE
DATE	DESCRIPTION OF REVISION	BY	1" = 30'

AMBULANCE TURNING MOVEMENT PLAN
ARLINGTON HEIGHTS POLICE STATION
ARLINGTON HEIGHTS, ILLINOIS

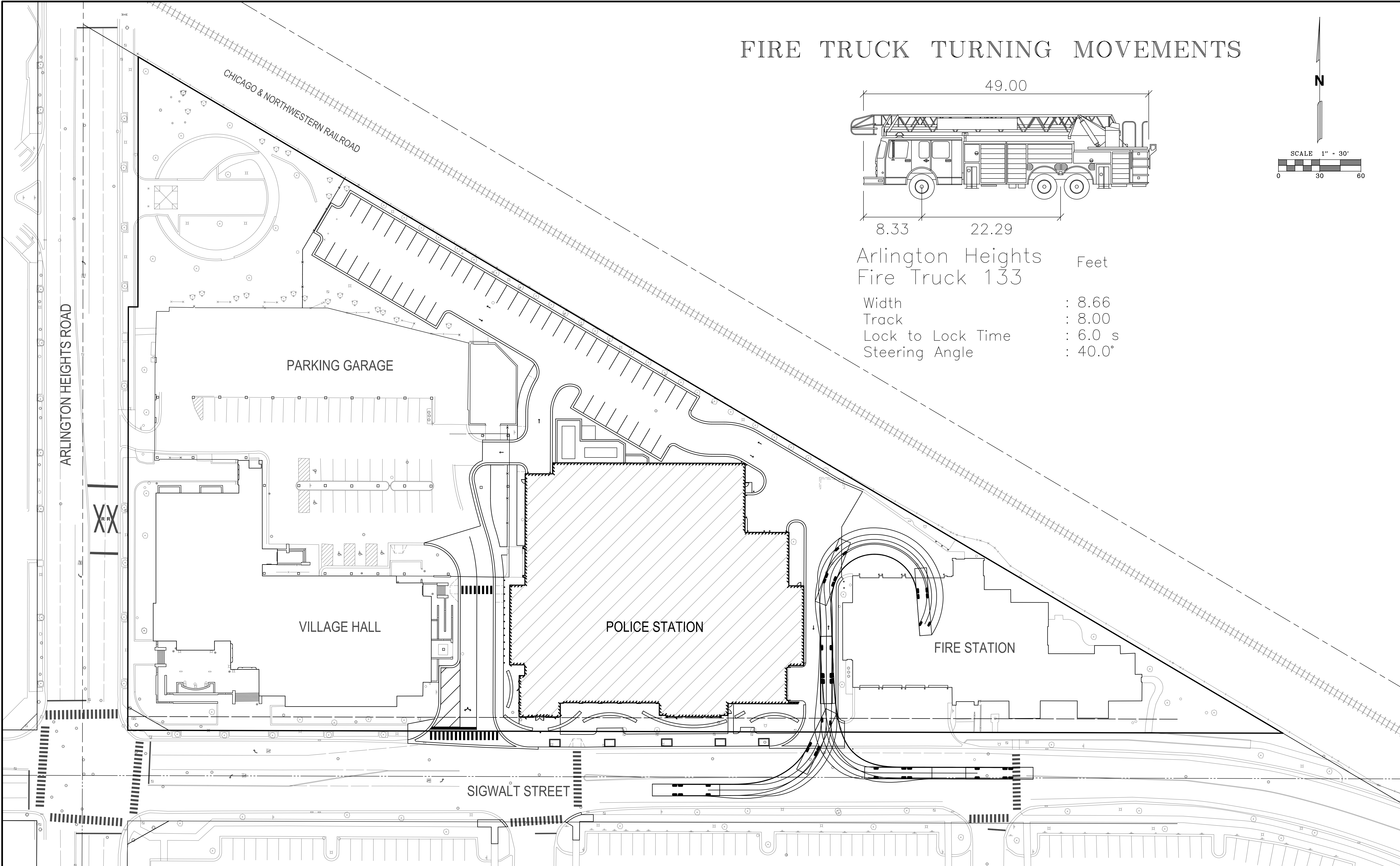
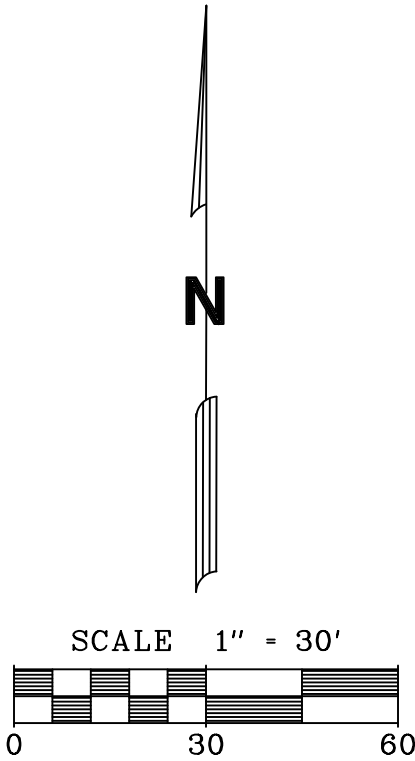
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FIRE TRUCK TURNING MOVEMENTS



Arlington Heights
Fire Truck 133

	Feet
Width	: 8.66
Track	: 8.00
Lock to Lock Time	: 6.0 s
Steering Angle	: 40.0°



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Vehicle Turning Movement Exhibit - Fire Truck.dwg



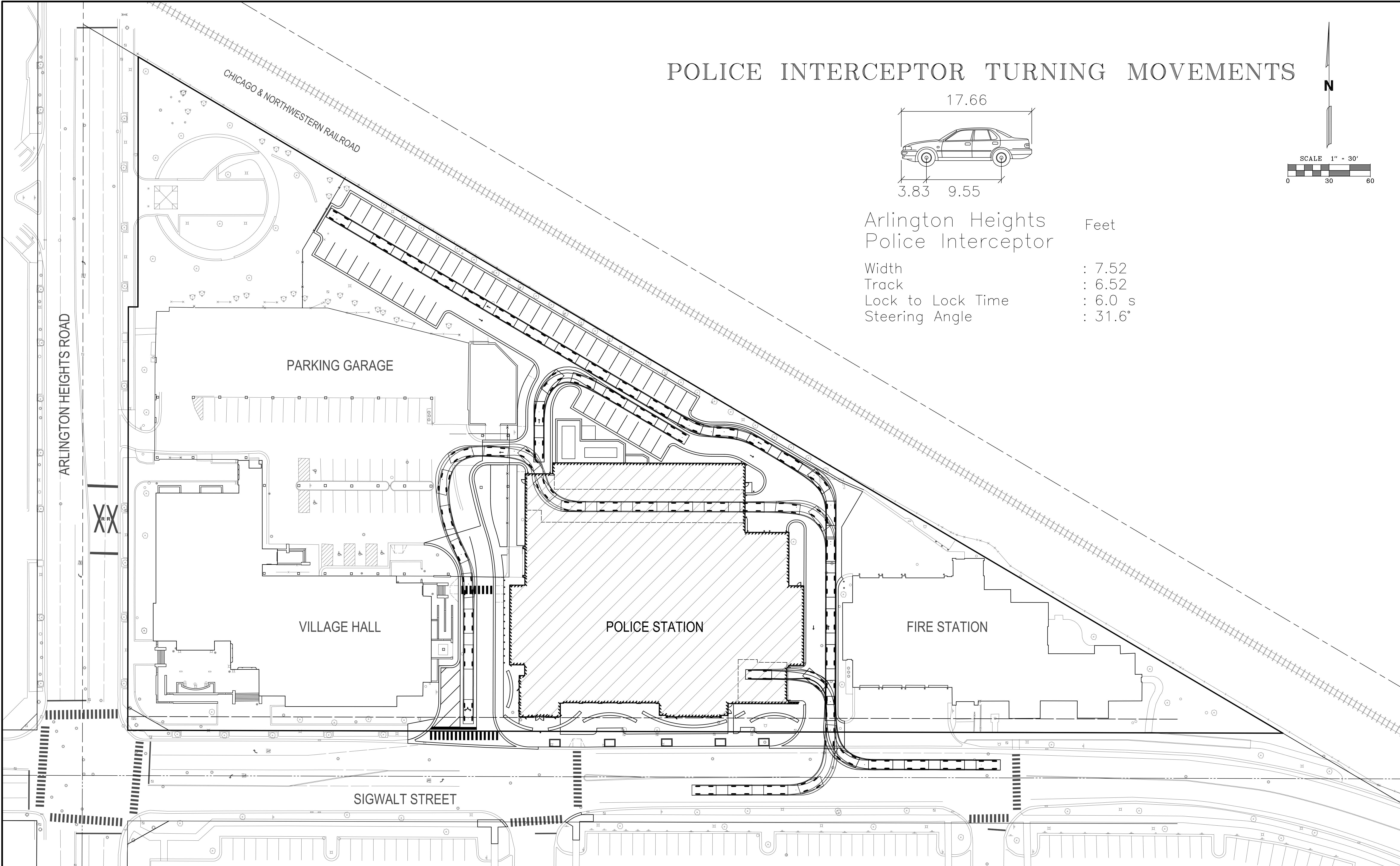
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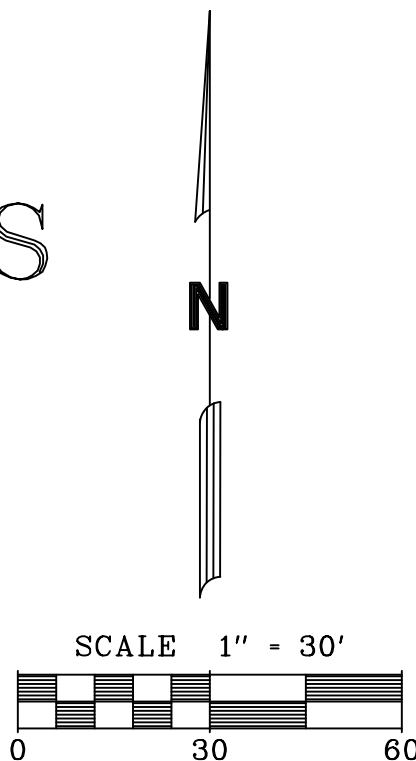
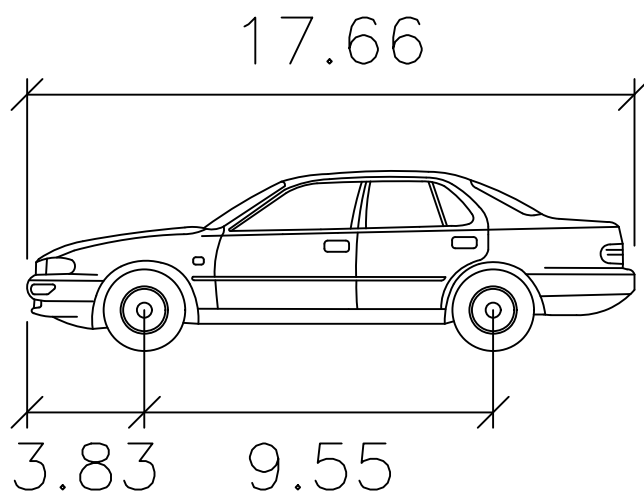
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01-27-17 DATE	REVISED PER VILLAGE COMMENTS DESCRIPTION OF REVISION
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FIRE TRUCK TURNING MOVEMENT PLAN
ARLINGTON HEIGHTS POLICE STATION
ARLINGTON HEIGHTS, ILLINOIS

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POLICE INTERCEPTOR TURNING MOVEMENTS



Arlington Heights	Feet
Police Interceptor	
Width	: 7.52
Track	: 6.52
Lock to Lock Time	: 6.0 s
Steering Angle	: 31.6°

PARKING GARAGE

VILLAGE HALL

POLICE STATION

FIRE STATION

SIGWALT STREET

ARLINGTON HEIGHTS ROAD

CHICAGO & NORTHWESTERN RAILROAD



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PHONE: 847-368-5250

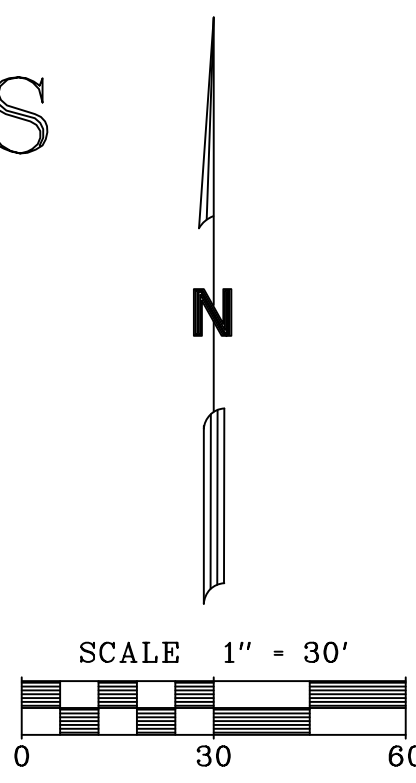
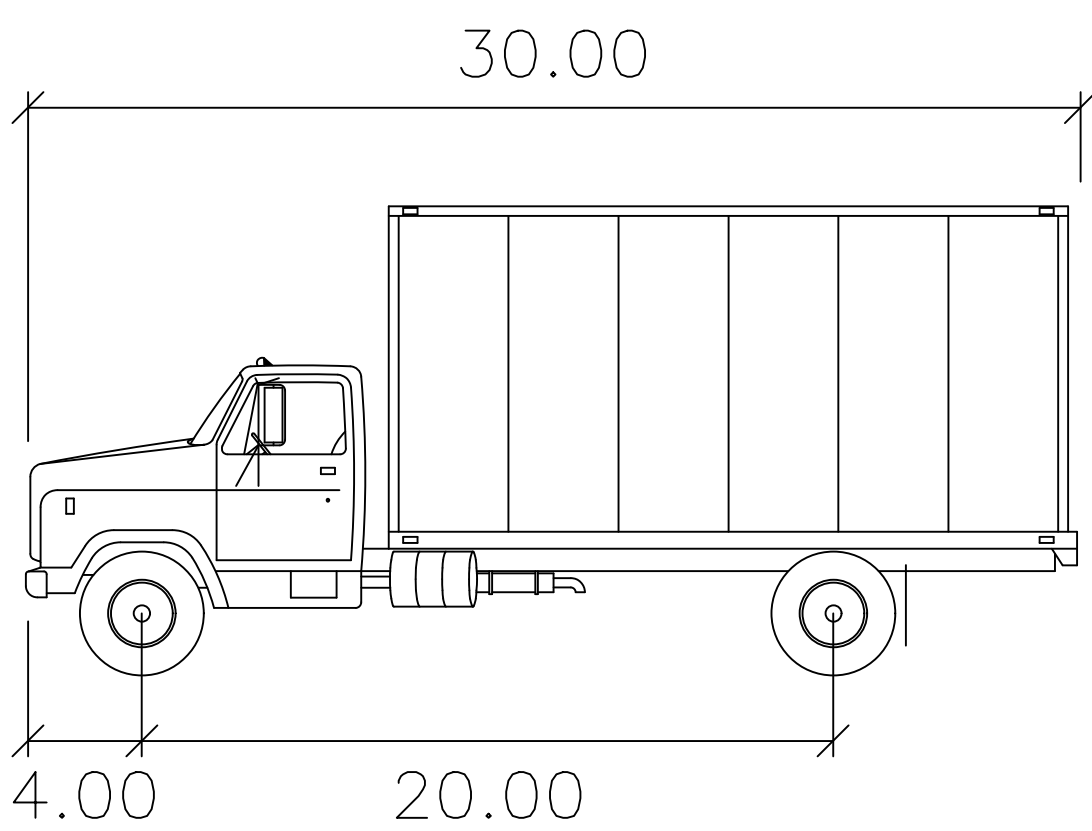
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APPROVED	KJM
DATE	01/04/2017
SCALE	1" = 30'
01-27-17	REVISED PER VILLAGE COMMENTS
DATE	DESCRIPTION OF REVISION
JAD	BY

POLICE INTERCEPTOR TURNING MOVEMENT PLAN
ARLINGTON HEIGHTS POLICE STATION
ARLINGTON HEIGHTS, ILLINOIS

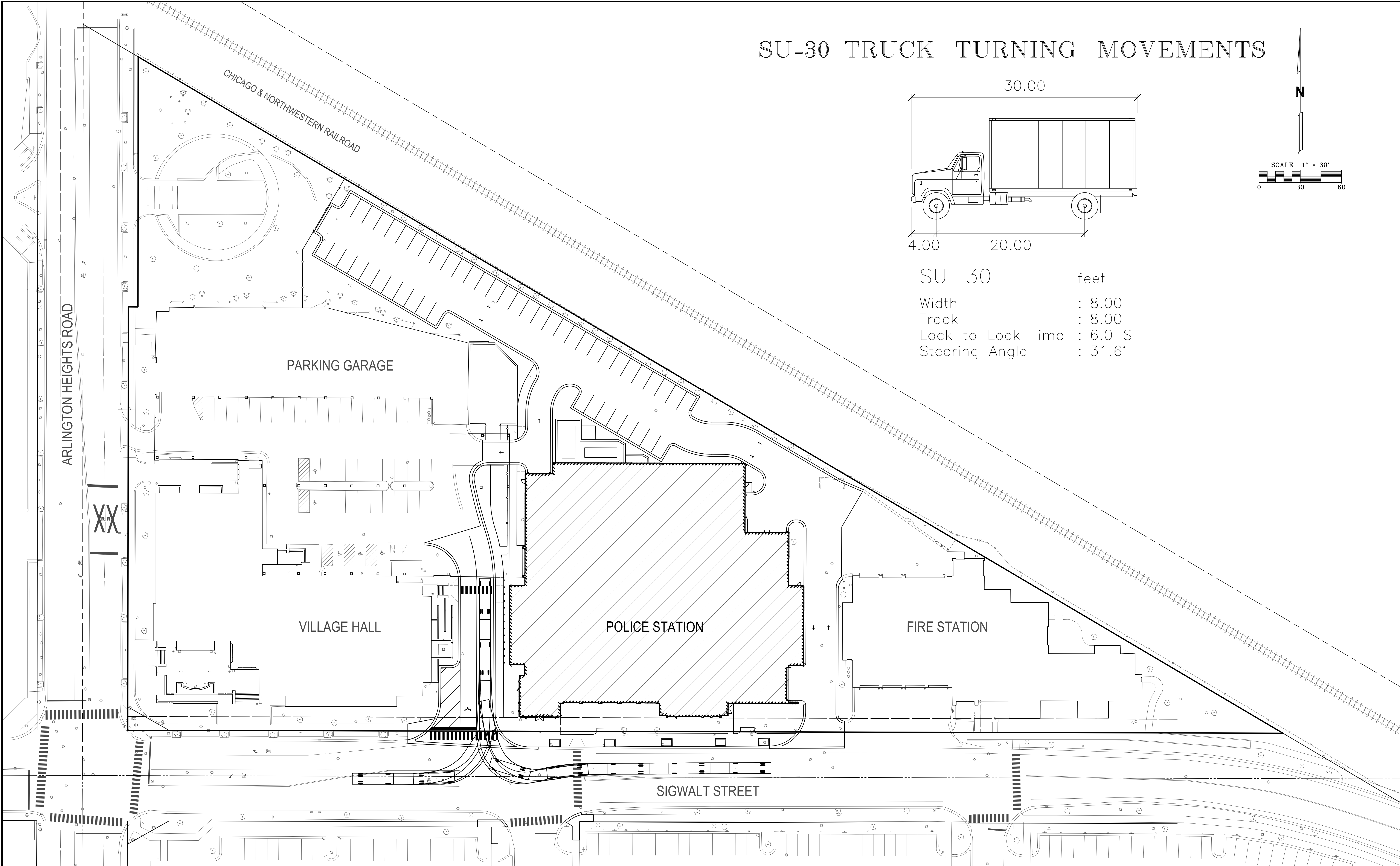
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SU-30 TRUCK TURNING MOVEMENTS



SU-30	feet
Width	: 8.00
Track	: 8.00
Lock to Lock Time	: 6.0 S
Steering Angle	: 31.6°



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200 EAST SIGWALT STREET
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		APPROVED	KJM
		DATE	01/04/2017
01-27-17	REVISED PER VILLAGE COMMENTS	JAD	SCALE 1" = 30'
DATE	DESCRIPTION OF REVISION	BY	

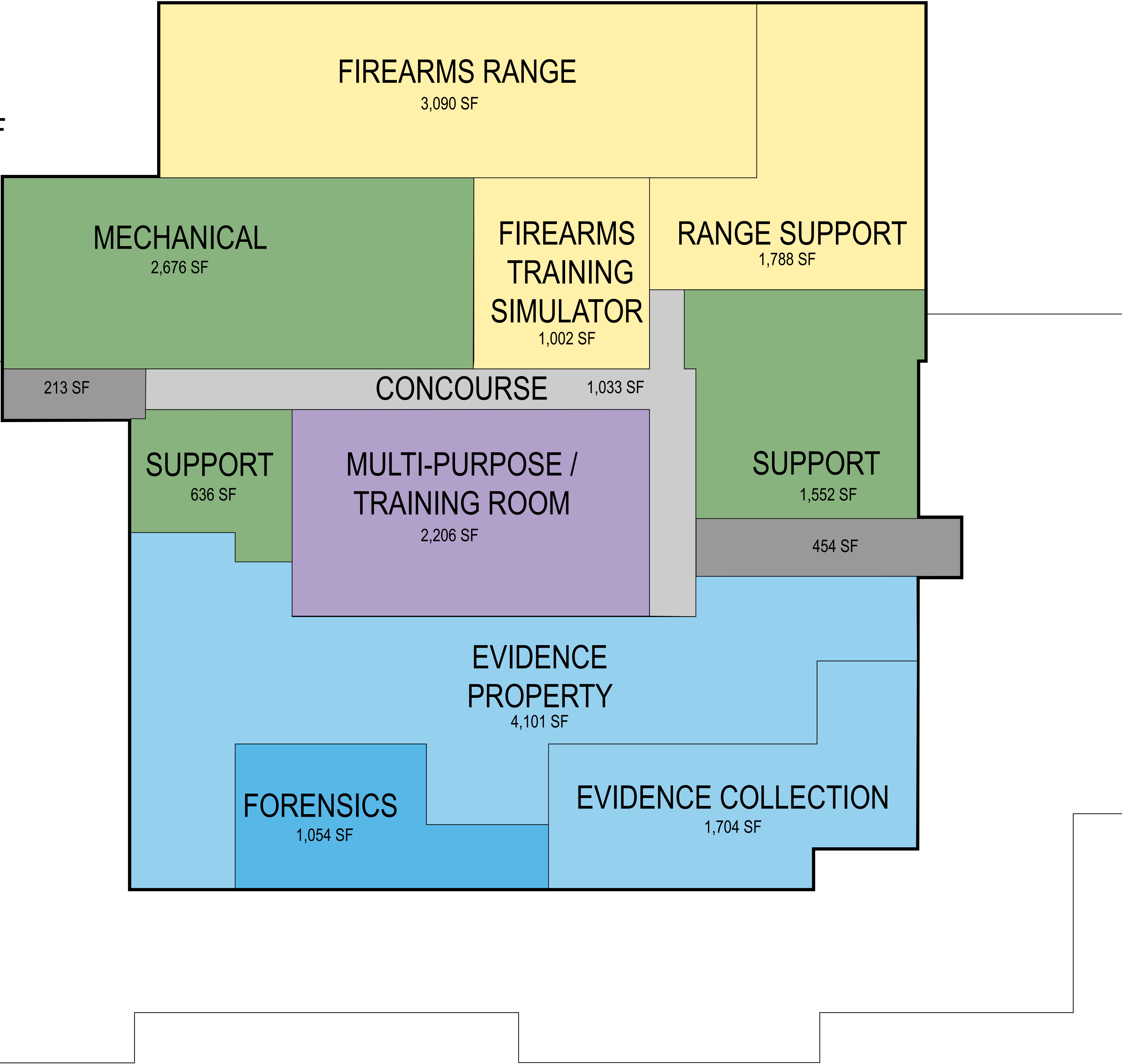
SU-30 TURNING MOVEMENT PLAN
ARLINGTON HEIGHTS POLICE STATION
ARLINGTON HEIGHTS, ILLINOIS

SHEET
C-108

PROJECT NUMBER: 2930
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LEGEND

- CONCOURSE - 1,033 SF
- CIRCULATION - 667 SF
- SUPPORT - 4,864 SF
- FORENSICS - 1,054 SF
- EVIDENCE - 5,805 SF
- MULTI PURPOSE - 2,206 SF
- FIREARMS - 5,880 SF



ARCHITECT

Legat Architects
2015 Spring Road - Suite 175
Oak Brook, Illinois 60523
P. 630.980.3535
F. 630.980.9541
www.legat.com

PUBLIC SAFETY CONSULTANT

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www.mwllarchitects.com

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Schaumburg, Illinois 60173
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CIVIL ENGINEER

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STRUCTURAL ENGINEER

Larson Engineering
1488 Bond Street - Suite 100
Naperville, Illinois 60563
P. 630.357.0540
F. 630.357.0164
www.larsonengr.com

LANDSCAPE ARCHITECT

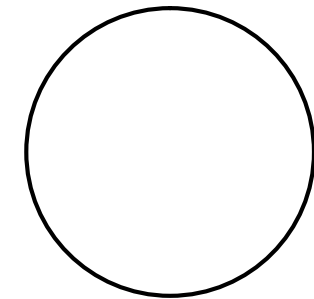
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24042 Lockport Street - Suite 200
Plainfield, Illinois 60544
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F. 815.254.6010
www.uplanddesign.com

ENVIRONMENTAL CONSULTANT

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www.tem-inc.com

CONSTRUCTION MANAGER

Riley Construction
926 North Shore Drive
Lake Bluff, Illinois 60044
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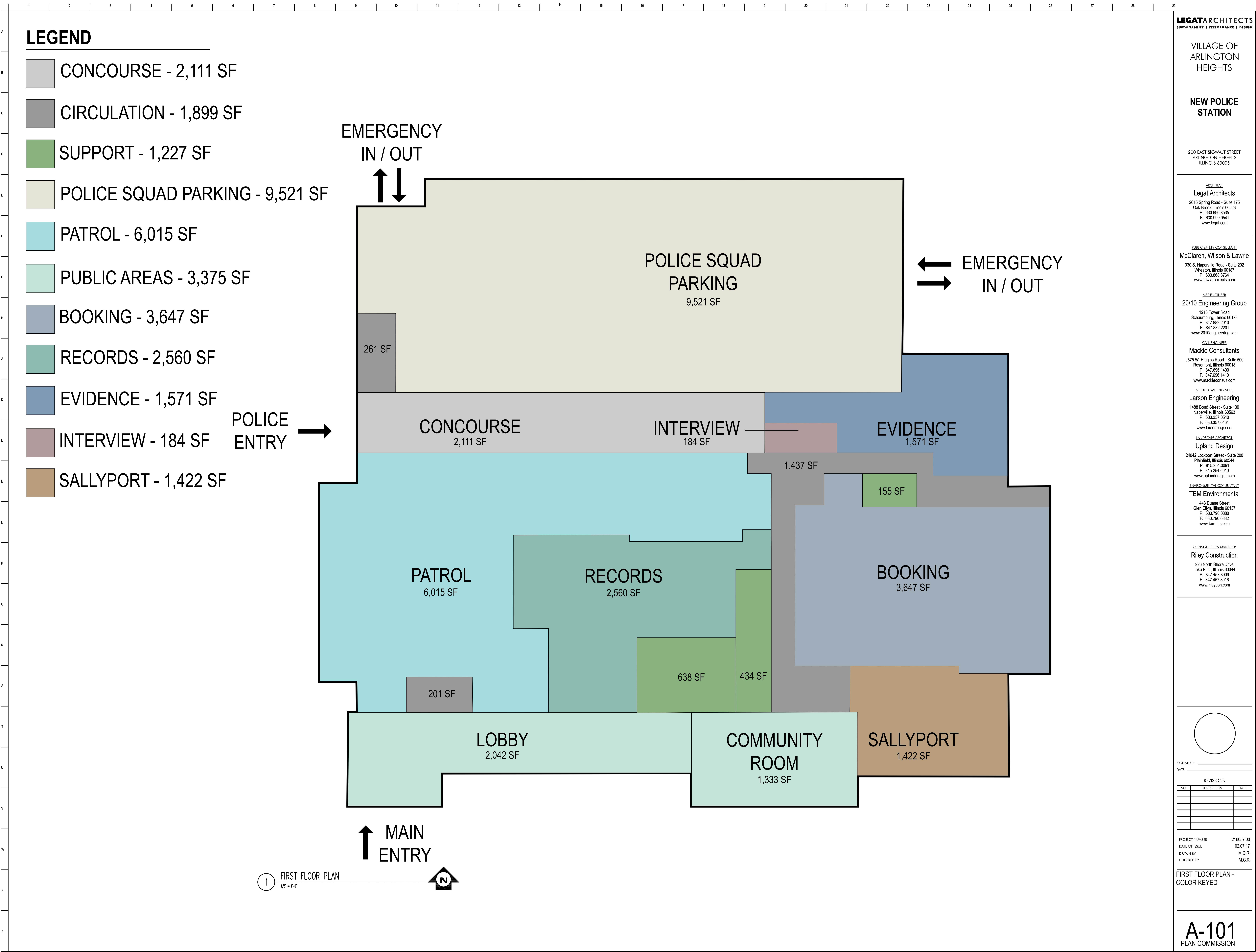
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DATE _____

REVISIONS

NO.	DESCRIPTION	DATE

PROJECT NUMBER 216057.00
DATE OF ISSUE 02.07.17
DRAWN BY M.C.R.
CHECKED BY M.C.R.

BASEMENT PLAN -
COLOR KEYED



REVISIONS		
NO.	DESCRIPTION	DATE

PROJECT NUMBER	216057.00
DATE OF ISSUE	02.07.17
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CHECKED BY	M.C.R.

FIRST FLOOR PLAN -
COLOR KEYED

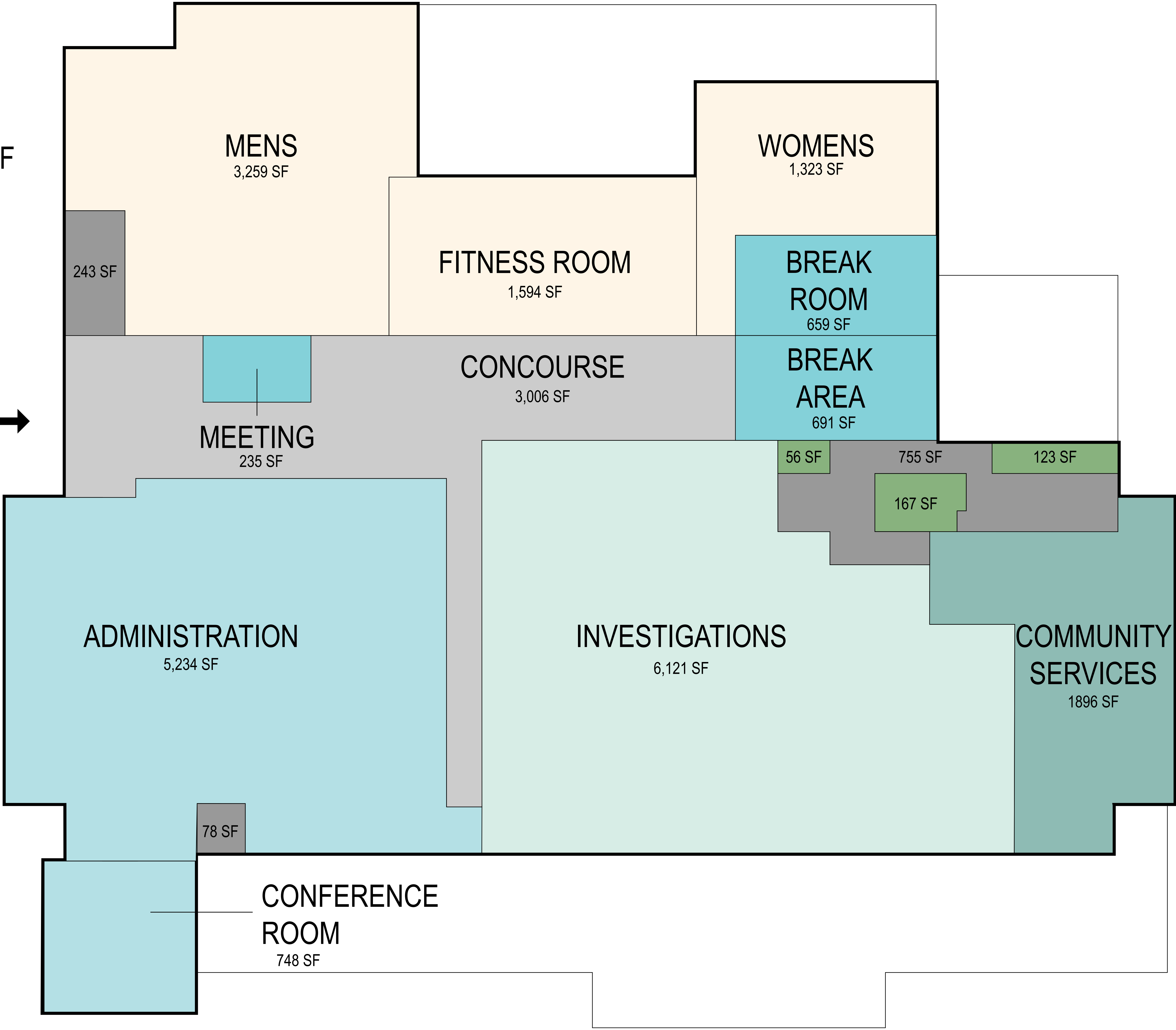
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LEGEND

- CONCOURSE - 3,006 SF
- CIRCULATION - 1,078 SF
- SUPPORT - 346 SF
- INVESTIGATIONS - 6,121 SF
- ADMINISTRATION - 5,982 SF
- COMMUNITY - 1,896 SF
- FITNESS / LOCKERS - 6,178 SF
- BREAK OUT AREA - 1,585 SF

POLICE ENTRY
FROM 2ND
LEVEL GARAGE



1 SECOND FLOOR PLAN
1/8" = 1'-0"



LEGAT ARCHITECTS
SUSTAINABILITY | PERFORMANCE | DESIGN

VILLAGE OF
ARLINGTON
HEIGHTS

NEW POLICE
STATION

200 EAST SIGWALT STREET
ARLINGTON HEIGHTS
ILLINOIS 60005

ARCHITECT

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2015 Spring Road - Suite 175
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www.2010engineering.com

COOL ENGINEER

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F. 630.357.0164
www.larsonengr.com

LANDSCAPE ARCHITECT

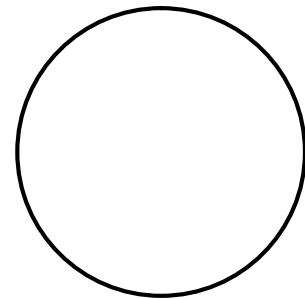
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F. 847.457.3816
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DATE _____

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NO.	DESCRIPTION	DATE

PROJECT NUMBER 216057.00
DATE OF ISSUE 02.07.17
DRAWN BY M.C.R.
CHECKED BY M.C.R.

SECOND FLOOR PLAN -
COLOR KEYED

A-102
PLAN COMMISSION

Traffic and Parking Study Proposed - New Police Station

December 8, 2016 / REVISED: February 14, 2017

Prepared by Charles Witherington-Perkins, AICP

Director of Planning & Community Development

Parking counts provided by: Police Department

Traffic Counts Provided by: Engineering Department

Part 1:

Project context and Summary Statement

A traffic and parking analysis has been undertaken relative to the planning and proposed impacts of the redevelopment of the Police Station building on the Municipal Campus. The Municipal Campus is approximately four acres located at the northeast corner of Arlington Heights Road and Sigwalt Street.

In September 2015 the Village Board accepted a feasibility study prepared by consultants. The feasibility Study evaluated the existing Police Station building deficiencies and developed a “best fit” Police Station option on the existing Municipal Campus.

In February 2016, the Village Board retained the services of Legat Architects, McClaren, Wilson & Lawrie, Inc. and other consultants as part of their team, to prepare construction drawings for the new Police Station. In May 2016, the Village Board retained the services of Riley Construction to be the Construction Manager. The following is a summary of the key proposed changes to the Municipal Campus:

- The existing Police Station building will be demolished and replaced with a new 70,500 square foot building.
- There is no planned increase in the functions within the Police Department. The current building is severely undersized and does not meet the needs of a state of the art Police Department, nor does it comply with the current code requirements for Police Station buildings.
- No additional Police personnel are planned immediately for the facility. Although future growth can be accommodated within the building, as may be determined necessary by the Village.
- The Village Hall and Fire Department located on the campus remain with no modifications or changes relative to expanded personnel.
- In 2005, the Village amended the Plan Unit Development for the Municipal Campus to incorporate the former Hill Behan Lumber yard on the north side and to construct the Fire Station and Village Hall. The Fire Station and Village Hall buildings were completed in 2008.

Part 2:

Traffic Analysis

Roadway Network

Arlington Heights Road is a major north-south arterial through the Village and northern Cook County. Arlington Heights Road is under the jurisdiction of the Illinois Department of Transportation (IDOT), but is not classified as a Strategic Regional Arterial (SRA) route. Along the site frontage, Arlington Heights Road provides two travel lanes in each direction separated by left turn lanes for Sigwalt Street and Northwest Highway. Sigwalt Street is approximately 600 feet south of the Union Pacific Northwest Line Railroad (UPRR). The posted speed limit along Arlington Heights Road is 30-mph. Arlington Heights Road 2014 ADT was 26,100 vehicles.

Sigwalt Street is a local east-west route under the jurisdiction of the Village of Arlington Heights. At its intersection with Arlington Heights Road, Sigwalt provides separate left and right turn lanes and a single through lane in each direction. East of the existing Municipal Campus main access, Sigwalt is striped for one wide lane in each direction. Sigwalt Street west of Bristol Lane 2002 ADT was 3,608 vehicles.

Pine and Belmont Streets are local north-south streets that parallel Arlington Heights Road and intersect Sigwalt Street at “T” intersections along the site frontage. Both local streets generally provide one travel

lane in each direction and have parking allowed along both sides. Both are also under Stop Sign control at their intersections with Sigwalt.

Existing Traffic

In 2005 Gewalt Hamilton Associates, conducted weekday morning and evening peak period traffic counts at the various intersections surrounding the Municipal Campus as well as at the internal intersection leading to the second floor of the parking structure. The time periods were chosen so as to coincide with the highest combination of Village Hall and commuter-generated traffic.

Since 2005, the following modifications and changes, that impact traffic and parking at the Municipal Campus have occurred.

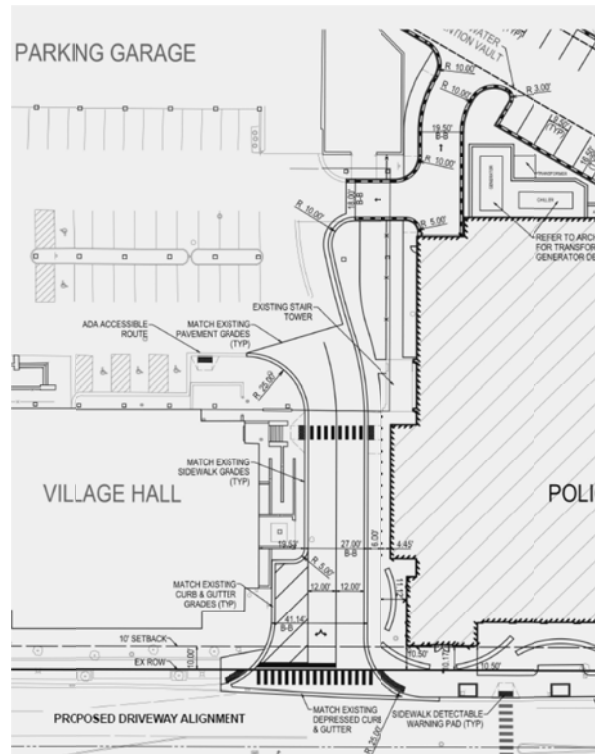
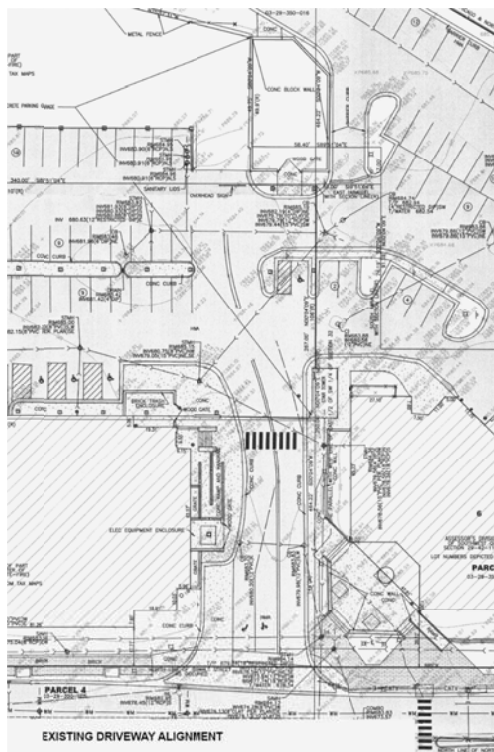
- The Vail Avenue garage was expanded from 800 parking spaces to 1,200 parking spaces and a shift of commuter parking occurred from the Municipal garage to the Vail Avenue garage
- The Village Hall and Fire Department were built and occupied at the beginning of 2008.
- Village Hall employee count reduced from 112 employees to 84 employees, as a result of the recession. Although 95 daytime employees utilize the campus with part-time and contract employees.

Between 2006 and 2008 modifications were made to the traffic signals at Arlington Heights Road and Sigwalt Street. No additional roadway improvements were necessary.

Proposed Site Plan Changes

In order to accommodate the Police Station building, modifications are necessary to the main driveway between the Police Station and the Village Hall. These include the following:

- A two lane cross section is proposed with one ingress and egress lane versus a three lane cross section. The existing loading zone by Village Hall remains.
- The driveway into the municipal garage has been straightened.
- Existing driveway conflicts once customers enter the garage have been eliminated. This cleans up traffic flow and access into the Municipal parking garage.
- A clearly delineated pedestrian access from the public parking in the garage, to the police station front door is being developed. Currently customers going to the Police Station are forced to walk in the driveway at certain points due to lack of sufficient sidewalk width.



2016 Traffic Counts

The Village of Arlington Heights Engineering Department conducted traffic counts at the Municipal Campus's main driveway in November 2016. The data generated by these traffic counts, is summarized as follows:

Inbound and Outbound Municipal Campus Peak Traffic Counts			Municipal Campus Peak Outbound Traffic Counts	
Day	AM Peak	PM Peak	Day	Southbound
Thursday 11/17/16	N/A	4 PM - 77	Thursday 11/17/16	4 PM - 46
Friday 11/18/16	11 AM - 83	2 PM - 93	Friday 11/18/16	4 PM - 44
Saturday 11/19/16	11 AM - 25	2 PM - 43	Saturday 11/19/16	2 PM - 14
Sunday 11/20/16	6 AM - 19	2 PM - 27	Sunday 11/20/16	3 PM - 13
Monday 11/21/16	7 AM - 82	2 PM - 91	Monday 11/21/16	5 PM - 51
Tuesday 11/22/16	11 AM - 70	1 PM - 90	Tuesday 11/22/16	3 PM - 38
Wednesday 11/23/16	8 AM - 65	N/A		

Based upon the Engineering Department counts, peak hour traffic inbound and outbound into the Municipal garage occurred at 2 PM with a total of 93 trips. Maximum trips during a 24 hour period occurred on Monday, November 21, 2016 with a total of 1,046 inbound and outbound trips. Peak hour trips leaving the Municipal campus southbound were 51 between 5 PM and 6 PM on Monday, November 21, 2016.

While modifications to the main driveway are proposed, no negative impacts are projected. In addition, police vehicles will utilize the east driveway between the new Police Station and the fire station reducing impact upon the main access point to the Municipal garage.

Trip Distribution

Also, as part of the 2005 traffic study, Gewalt Hamilton observed trip distribution to the Municipal Campus. The trip distribution observed by Gewalt Hamilton is identified in the table below. It is not anticipated that trip distribution to and from the Municipal campus has changed or will change as a result of the proposed Police Station.

Trip Distribution:		
Route	Direction (To/From)	Percent Use
Arlington Heights Rd.	North of Sigwalt	25%
	South of Sigwalt	15%
Sigwalt Avenue	East of Campus	15%
	West of Arlington Heights	35%
Pine Street	South of Sigwalt	5%
Belmont Street	South of Sigwalt	5%
Source: Gewalt Hamilton		Total = 100%

Accident Data November 2013 – November 2016

The Arlington Heights Police Department records ran a search on the following intersections and addresses within or near the Municipal complex to identify crash data.

33 S. AH Rd.	8 parking lot crashes
200 E. Sigwalt St.	7 parking lot crashes
300 E. Sigwalt St.	2 parking lot crashes
Pine at Sigwalt St.	No report
Belmont at Sigwalt St.	No report
AH Rd. at Sigwalt St.	35 intersection or close proximity crashes reported

The Police Department indicated that this does not represent a large amount of accidents over a three-year time period.

Part 3: Parking Analysis

Background

As part of the 2015 feasibility study, a parking analysis was conducted of the entire Municipal Campus. Parking counts were conducted by the Police Department for each parking area within the Municipal Campus. This data was analyzed with existing building capacities and meetings that were occurring at the time.

Existing Parking

The total number of parking spaces for the Municipal Campus is 441 spaces. This includes Lot O (Arlington Heights Road and Sigwalt) and the two lots across the street from the Police and Fire Stations.

MUNICIPAL CAMPUS PARKING Existing Supply				
Visitor	Village Vehicles	Employees	Daily Fee	TOTAL
53	40	250	98	441

Proposed Parking

With the demolition and rebuilding of the Police Station, 8 parking spaces at the rear of the Police building will be eliminated and two spaces within the garage. Total Municipal Campus parking will be 434 spaces.

MUNICIPAL CAMPUS PARKING Proposed Supply				
Visitor	Village Vehicles	Employees	Daily Fee	TOTAL
53	40	243	98	434

Historical Municipal Campus Parking Capacity

Parking counts have taken place at the Municipal Campus, in 2005 pre-redevelopment, with the inclusion of the former lumber yard space post redevelopment in 2009, during the feasibility study analysis in 2014, and more recently in November 2016. These historical parking counts are summarized in the table below.

Historical Municipal Parking Campus Peak Capacity					
	2005	2009	2014	2016	Proposed
Total Spaces	485	453	441	441	434
Peak	301	240	292	244	268
Occupied	62%	53%	66%	55%	62%
Vacant	186	213	149	193	166

The above chart represents the peak maximum occupancy of the Municipal Campus parking at the time period when the counts took place. This represents a worst case scenario with respect to available parking, as there were many other time periods throughout the day during the counts, when there were more available parking spaces.

Projected Parking Needs for the Municipal Campus

The 2015 feasibility study identified the following as projected parking needs. However, not all Police and Village vehicles are on site at the same time. Patrol vehicles are on the street other than shift change and the Police day shift is 60 employees not the total department count listed below.

Police Department	
Department Vehicles	
Department Vehicles	71
Spare Vehicles	10
Total Vehicles	81
Staff Parking	
Required Parking Spaces at Peak Demand	110
Take Home Vehicles	-7
Total Staff Parking Required	103
Public	
Visitors	10
Community and Training Room Parking	30
Total Public Parking Required	40
Total Police Parking Required	224
Village Hall	
Department Vehicles	20
Staff Parking	84
Public	
Visitors	20
Board Room	30
Community Room	20
Total Village Hall Parking Required	174
Fire Department	
Department Vehicles	
Staff Parking	9
Public	3
Total Fire Department Parking Required	12
TOTAL PARKING REQUIRED	410

POLICE DEPARTMENT EMPLOYEES		
Average mid week count		
	Day shift	60 employees
	6:30 am - 5:00 pm	
	Afternoon shift	23 employees
	3:00 pm - 11:00 pm	
	Midnight shift	12 employees
	11:00 pm - 7:00 am	
Day shift includes all daytime plus shift employees.		
Excludes 5 officer vacancies.		
Excludes 5 offsite officers eq. Narcotics Task Force		
and High School officers.		

2014 Municipal Campus Parking Summary Findings

Between November 14 and November 19, the Police Department conducted parking counts on the Municipal Campus at 9:30 am, 2:30 pm, and 6:00 pm. See attachment for detailed counts.

MUNICIPAL PARKING PEAK DAYTIME CAPACITY						
November 14, 18 & 19, 2014						
		Supply	Occupied	%	Vacant	%
Visitor	Wed. 2:30 pm	53	21	41%	32	60%
Employees	Wed. 2:30 pm	150	133	89%	17	11%
Police lot	Tues. 6:00 pm	75	56	75%	19	25%
Daily fee	Tues. 2:30 pm	98	60	61%	38	39%
Village Vehicles	Wed. 2:30 pm	40	34	85%	6	15%
Fire Dept.	Fri. 2:30 pm	25	13	52%	12	48%
TOTAL	-----	441	317	71.9%	124	28.12%

The following is a summary of some of the study findings:

- Peak occupancy of the Municipal Campus occurred on Wednesday, November 19 at 2:30 pm when 66% of the Municipal Campus parking spaces were occupied, with 149 (34%) vacant.
- On Wednesday, November 19 during the peak employee parking demand, Lutheran General Hospital held a meeting in the Village Hall Community meeting rooms with 30-35 attendees. The meeting ran from 9:00 am to 4:00 pm and impacted all day parking.
- Maximum peak capacity taking a worst case scenario of different days and different hours, illustrated occupancy of 317 spaces with 28% or 124 spaces still available.
- Daily fee parking is not fully utilized - at least 29 to 30 spaces were available.
- Employee parking had a peak capacity at 2:30 pm on Wednesday, November 19 with 133 spaces occupied and 17 available. However, there were at that time 27 spaces available in the Police lot and 19 spaces available in Lot O on Sigwalt Street.
- Visitor parking on levels 2, 3, and Lot O had minimal usage during the day.

It is important to note that the parking counts were conducted over three days and represent a snapshot in time reflecting the occupancy of the garage at that particular time. Other meetings and events at different occasions may have different impact on the available parking.

2016 Municipal Campus Parking Summary Findings

Between November 14 and November 18, 2016 the Police Department conducted parking counts Monday through Friday on the Municipal Campus at 9:30 am, 2:30 pm, and 6:00 pm. See attachment for detailed counts.

MUNICIPAL PARKING PEAK DAYTIME CAPACITY						
November 14 to 18 2016						
		Supply	Occupied	%	Vacant	%
Visitor	Mon. 6:00 pm	53	22	41%	31	59%
Employees	Fri. 2:30 pm	150	113	75%	37	25%
Police lot	Fri. 6:00 pm	75	58	77%	17	23%
Daily fee	Tues. 2:30 pm	98	56	57%	42	43%
Village Vehicles	Fri. 6:00 pm	40	34	85%	6	15%
Fire Dept.	Wed. 2:30 pm	25	7	28%	18	72%
TOTAL	-----	441	290	65.8%	151	34.2%

The following is a summary of the findings:

- Peak Capacity at the Municipal Campus occurred on Thursday, November 17, at 2:30 pm when 248 spaces, 56% of the parking spaces were occupied with 193 spaces, 44% vacant.
- Meeting attendees for the week of November 14 to November 18, 2016 ranged from 20 attendees to 211 attendees at different times throughout the day.
- Maximum peak capacity taking a worst case scenario of different days and different hours, illustrated occupancy of 290 spaces, 65.8% occupied, with 151 spaces vacant, 34.2% vacant.
- Daily fee parking was not fully utilized no less than 42 spaces were available at any given time.
- Visitor parking on levels 2, 3, and Lot O had minimal usage during the day. However, Lot O was heavily utilized during early voting.
- Employee parking had a peak capacity at 2:30 pm on Friday, November 18, with 113 spaces occupied 75% and 37 vacant or 25%.
- The Police parking lot had a maximum capacity on Friday, November 18, at 6:00 pm with 58 spaces occupied or 77%.

2016 Early Voting at Village Hall

Early voting at Village Hall was also observed during early November 2016. The following general observations and facts can be provided:

- A total of 15,173 early voters parked at Village Hall over a two week period.
- On November 17, 2016 1,604 early voters took place in one day.
- Parking Lot O and first floor visitor parking were heavily utilized.
- Current parking needs were accommodated

In comparison, the 2014 gubernatorial election resulted in 7,740 early voters and the 2015 consolidated election saw 1,533 early voters. The periodic two week activity has the biggest impact upon the Municipal Campus parking and traffic and was accommodated.

Conclusion

As a result of these extensive parking counts and the redevelopment of the Police Station resulting in a loss of only 7 parking spaces, it is concluded that the proposed parking supply of 434 parking spaces is sufficient for the Municipal Campus. In addition, the Village has several long term options that could be considered in the event additional parking is needed. These include the following:

- Eliminate unused daily fee spaces that are currently not utilized based upon the recent parking counts.
- Add additional parking to the Municipal Campus at the northwest corner of the property.
- Shift the daily fee parking from the Municipal Campus to other parking garages.

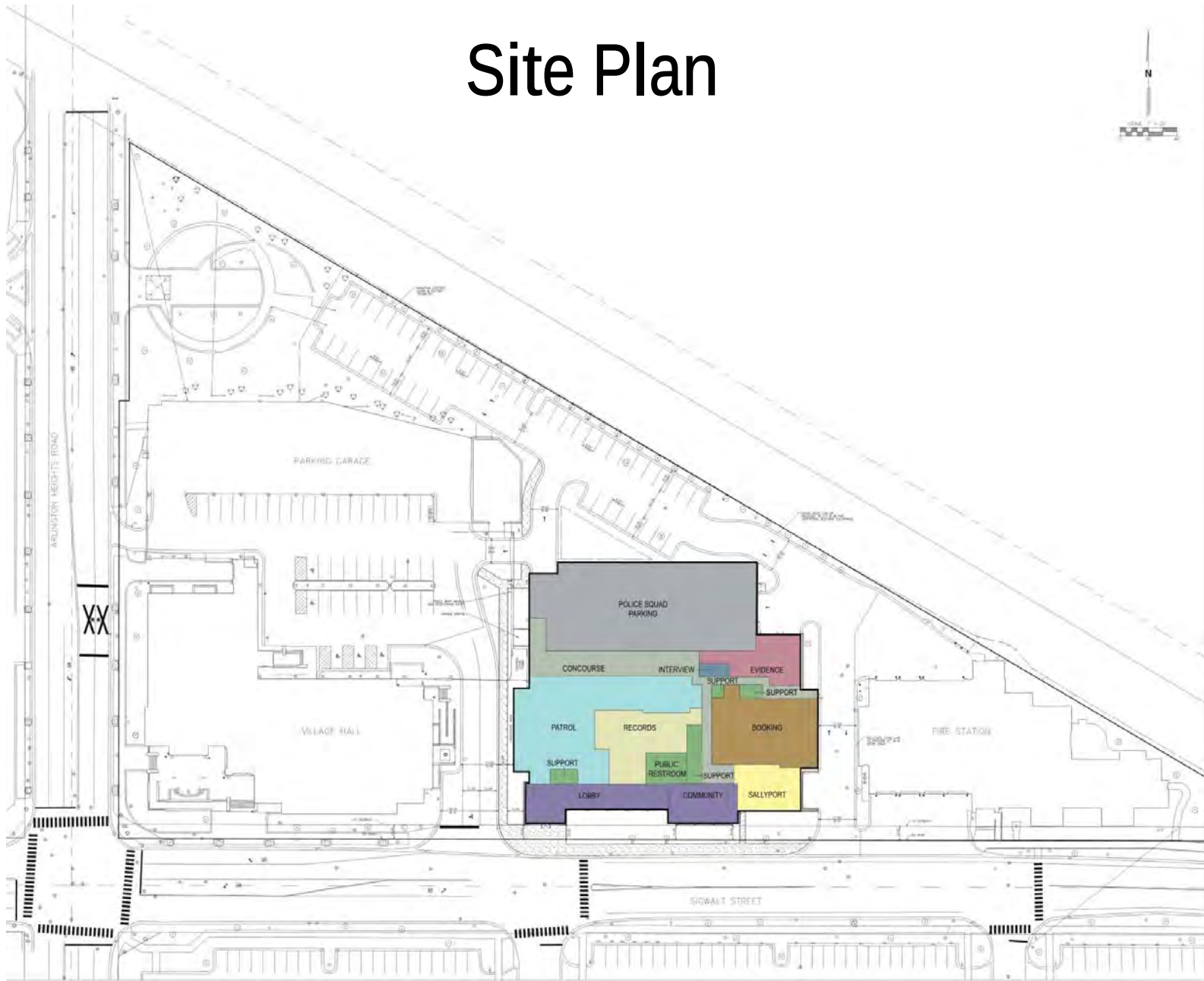
It is not envisioned that these options would be necessary at this time, and the surveys conclude that 434 spaces are sufficient for the Municipal Campus parking needs.

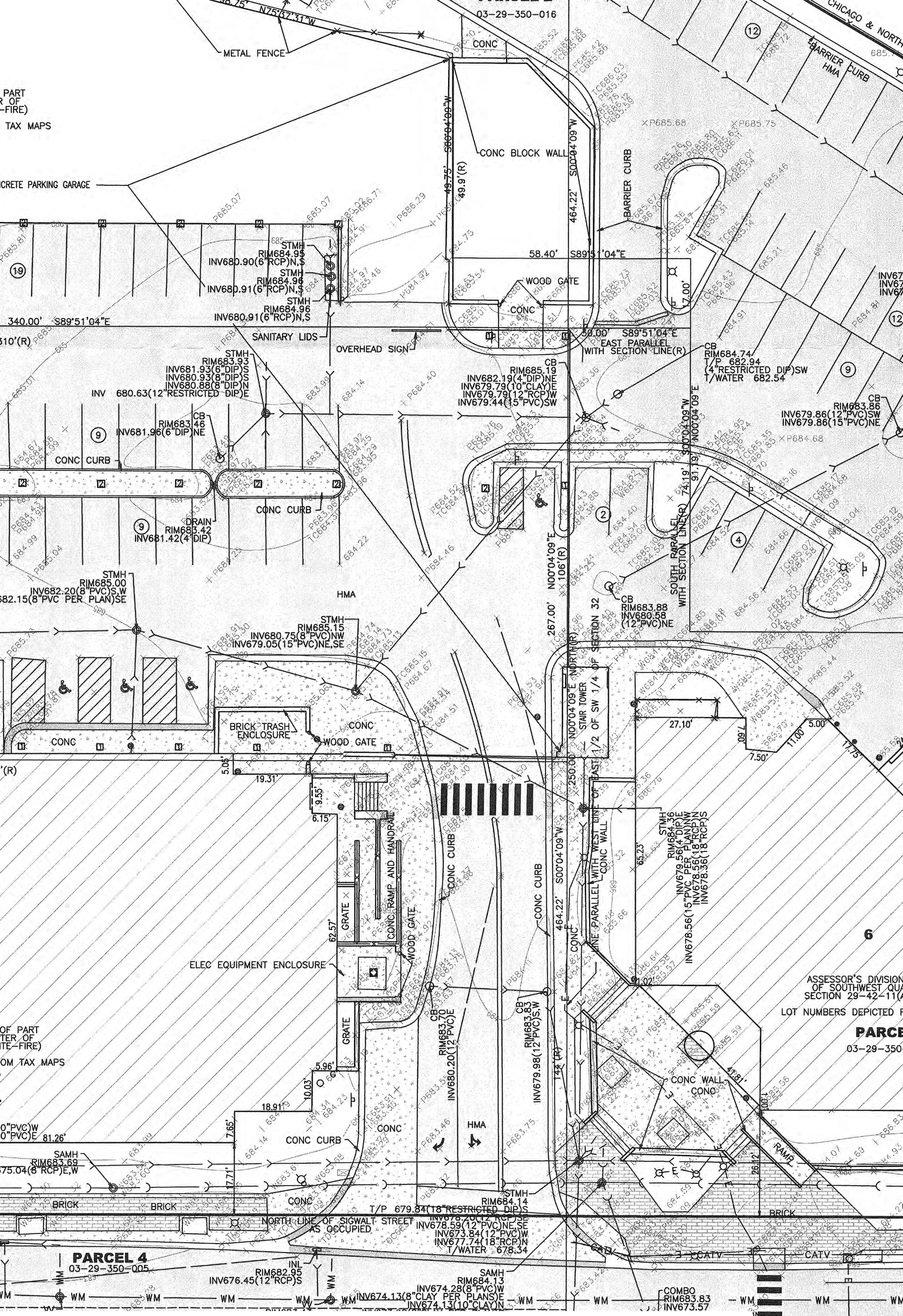
- Attachments:
1. Site & Surrounding Properties
 2. Site Plan
 3. Driveway Plans
 4. Engineering Department Traffic Counts November 17-23, 2016
 5. Parking Count Survey 2014
 6. Parking Count Survey 2016
 7. Meeting attendees week of November 14-19, 2016
 8. Parking Count Survey 2009
 9. Parking Count Survey 2005
 10. Arlington Heights Road Historical Traffic Counts

Site and Surrounding Properties

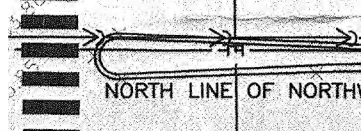


Site Plan

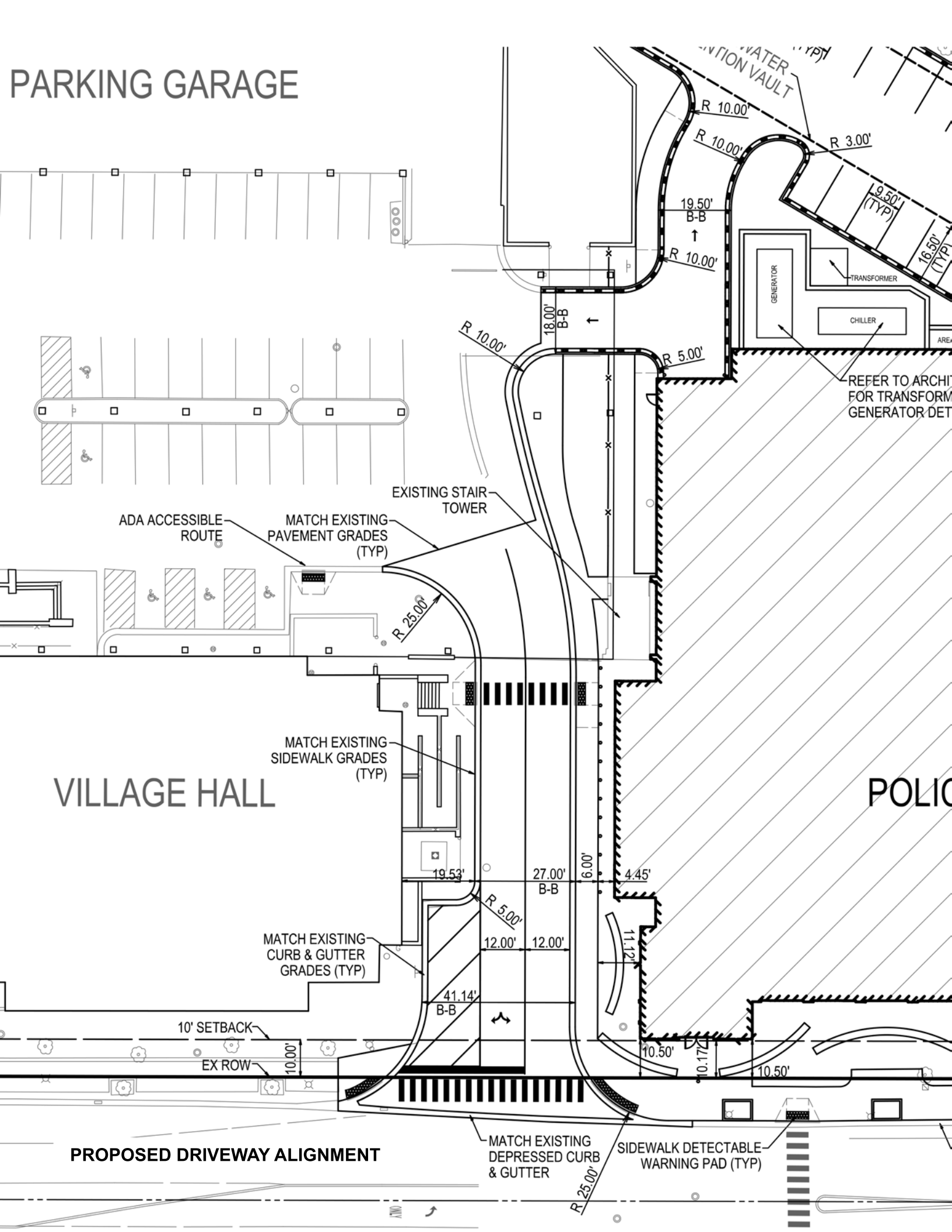




EXISTING DRIVEWAY ALIGNMENT



PARKING GARAGE



ADA ACCESSIBLE ROUTE

MATCH EXISTING PAVEMENT GRADES (TYP)

EXISTING STAIR TOWER

VILLAGE HALL

MATCH EXISTING SIDEWALK GRADES (TYP)

MATCH EXISTING CURB & GUTTER GRADES (TYP)

10' SETBACK

EX ROW

PROPOSED DRIVEWAY ALIGNMENT

MATCH EXISTING DEPRESSED CURB & GUTTER

SIDEWALK DETECTABLE WARNING PAD (TYP)

WATER RETENTION VAULT

GENERATOR

TRANSFORMER

CHILLER

REFER TO ARCHITECT FOR TRANSFORMER GENERATOR DETAIL

POLICE



Village of Arlington Heights

Engineering Department
847-368-5260
Traffic Volume Survey

Datasets:

Site: Traffic Study for New Police Building - 2016
Direction: [VAH_GarageEntrance] Entrance between VAH and Police #260
File: 5 - South bound A>B, North bound B>A. Lane: 0
Identifier: VAH_GarageEntrance23Nov2016.EC0 (Plus)
Data type: EA442K9Z MC56-L5 [MC55] (c)Microcom 19Oct04
Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 9:00 Thursday, November 17, 2016 => 11:29 Wednesday, November 23, 2016

Column Legend:

0 [Time] Locale time
1 [Total] Number in time step
2 [Total] Number in time step (AB)
3 [Total] Number in time step (BA)

*** Thursday, November 17, 2016**

Time	Total	Total South	Total North
9:00 AM	0	0	0
10:00 AM	0	0	0
11:00 AM	0	0	0
12:00 PM	0	0	0
1:00 PM	0	0	0
2:00 PM	0	0	0
3:00 PM	48	21	27
4:00 PM	77	46	31
5:00 PM	46	33	13
6:00 PM	55	25	30
7:00 PM	25	11	14
8:00 PM	27	17	10
9:00 PM	13	1	12
10:00 PM	31	15	16
11:00 PM	10	7	3
07-19	226	125	101
06-22	291	154	137
06-00	332	176	156
00-00	332	176	156

Peak step 16:00 (77) PM Peak step 16:00 (77)

*** Friday, November 18, 2016**

Time	Total	Total South	Total North
12:00 AM	12	6	6
1:00 AM	5	2	3
2:00 AM	11	4	7
3:00 AM	4	1	3
4:00 AM	1	0	1
5:00 AM	5	0	5
6:00 AM	37	4	33
7:00 AM	68	10	58
8:00 AM	53	15	38
9:00 AM	68	22	46
10:00 AM	69	24	45
11:00 AM	83	39	44
12:00 PM	70	36	34
1:00 PM	73	32	41
2:00 PM	93	29	64
3:00 PM	68	32	36
4:00 PM	67	44	23
5:00 PM	40	25	15
6:00 PM	32	20	12
7:00 PM	27	10	17
8:00 PM	22	8	14
9:00 PM	9	2	7
10:00 PM	29	11	18
11:00 PM	12	6	6
07-19	784	328	456
06-22	879	352	527
06-00	920	369	551
00-00	958	382	576

Peak step 14:00 (93) AM Peak step 11:00 (83) PM Peak step 14:00 (93)

*** Saturday, November 19, 2016**

Time	Total	Total South	Total North
12:00 AM	9	6	3
1:00 AM	8	4	4
2:00 AM	13	4	9
3:00 AM	2	0	2
4:00 AM	6	3	3
5:00 AM	3	0	3
6:00 AM	24	8	16
7:00 AM	15	3	12
8:00 AM	13	4	9
9:00 AM	24	7	17
10:00 AM	20	9	11
11:00 AM	25	7	18
12:00 PM	24	10	14
1:00 PM	32	11	21
2:00 PM	43	14	29
3:00 PM	22	7	15
4:00 PM	10	4	6
5:00 PM	6	0	6
6:00 PM	16	4	12
7:00 PM	14	4	10
8:00 PM	14	6	8
9:00 PM	13	4	9
10:00 PM	25	8	17
11:00 PM	3	2	1
07-19	250	80	170
06-22	315	102	213
06-00	343	112	231
00-00	384	129	255

Peak step 14:00 (43) AM Peak step 11:00 (25) PM Peak step 14:00 (43)

*** Sunday, November 20, 2016**

Time	Total	Total South	Total North
12:00 AM	6	2	4
1:00 AM	11	2	9
2:00 AM	13	5	8
3:00 AM	2	1	1
4:00 AM	6	0	6
5:00 AM	7	2	5
6:00 AM	19	6	13
7:00 AM	9	5	4
8:00 AM	8	1	7
9:00 AM	6	1	5
10:00 AM	13	4	9
11:00 AM	12	4	8
12:00 PM	11	4	7
1:00 PM	10	3	7
2:00 PM	27	5	22
3:00 PM	23	13	10
4:00 PM	10	2	8
5:00 PM	11	0	11
6:00 PM	13	7	6
7:00 PM	13	6	7
8:00 PM	6	1	5
9:00 PM	9	1	8
10:00 PM	26	8	18
11:00 PM	3	1	2
07-19	153	49	104
06-22	200	63	137
06-00	229	72	157
00-00	274	84	190

Peak step 14:00 (27) AM Peak step 6:00 (19) PM Peak step 14:00 (27)

*** Monday, November 21, 2016**

Time	Total	Total South	Total North
12:00 AM	3	1	2
1:00 AM	3	0	3
2:00 AM	4	2	2
3:00 AM	0	0	0
4:00 AM	0	0	0
5:00 AM	8	2	6
6:00 AM	58	14	44
7:00 AM	82	8	74
8:00 AM	63	21	42
9:00 AM	51	22	29
10:00 AM	58	21	37
11:00 AM	70	26	44
12:00 PM	64	24	40
1:00 PM	67	20	47
2:00 PM	91	28	63
3:00 PM	91	41	50
4:00 PM	72	36	36
5:00 PM	72	51	21
6:00 PM	32	14	18
7:00 PM	58	7	51
8:00 PM	25	16	9
9:00 PM	15	8	7
10:00 PM	44	26	18
11:00 PM	15	8	7
07-19	813	312	501
06-22	969	357	612
06-00	1028	391	637
00-00	1046	396	650

Peak step 14:00 (91) AM Peak step 7:00 (82) PM Peak step 14:00 (91)

*** Tuesday, November 22, 2016**

Time	Total	Total South	Total North
12:00 AM	8	1	7
1:00 AM	1	1	0
2:00 AM	3	2	1
3:00 AM	3	1	2
4:00 AM	5	2	3
5:00 AM	13	3	10
6:00 AM	47	10	37
7:00 AM	68	6	62
8:00 AM	59	15	44
9:00 AM	54	23	31
10:00 AM	67	30	37
11:00 AM	70	32	38
12:00 PM	77	25	52
1:00 PM	90	29	61
2:00 PM	89	31	58
3:00 PM	83	38	45
4:00 PM	48	32	16
5:00 PM	43	34	9
6:00 PM	32	22	10
7:00 PM	13	6	7
8:00 PM	15	4	11
9:00 PM	15	4	11
10:00 PM	27	9	18
11:00 PM	9	6	3
07-19	780	317	463
06-22	870	341	529
06-00	906	356	550
00-00	939	366	573

Peak step 13:00 (90) AM Peak step 11:00 (70) PM Peak step 13:00 (90)

*** Wednesday, November 23, 2016**

Time	Total	Total South	Total North
12:00 AM	9	3	6
1:00 AM	2	0	2
2:00 AM	2	1	1
3:00 AM	3	1	2
4:00 AM	10	2	8
5:00 AM	9	2	7
6:00 AM	39	7	32
7:00 AM	56	6	50
8:00 AM	65	25	40
9:00 AM	55	25	30
10:00 AM	58	18	40
11:00 AM	27	12	15
07-19	261	86	175
06-22	300	93	207
06-00	300	93	207
00-00	335	102	233

Peak step 8:00 (65) AM Peak step 8:00 (65)

*** Grand Total**

Time	Total	Total South	Total North
--	4268	1635	2633

In profile: Vehicles = 4268 / 4301 (99.23%)

MUNICIPAL CAMPUS PARKING SPACE SURVEY

Available Vacant Parking Spaces

Date	Day of Week	Time	Municipal Garage							Police Lot	Lot 'O' Arl Hts & Sigwalt		Employee Parking	Employee Parking	Total Vacancies
			Visitor Ground Level	Visitor Level 2	Visitor Level 3	Village Vehicle Ground Level	Village Vehicle Level 2	Daily Fee Both Ramps	Employee Parking Level 2 & 3	Entire Lot	Daily Fee	Visitor	Directly Across from PD	Directly Across from FD	All Lots Combined
TOTAL NUMBER OF SPACES =			32	6	6	28	12	66	121	75	32	9	29	25	
11/14/14	Fri *	9:30 AM	32	4	6	8	4	46	39	28	18	8	10	19	222
		2:30 PM	24	6	6	8	2	39	55	30	10	9	11	12	212
		6:00 PM	29	6	6	8	2	51	109	29	19	7	23	20	309
11/18/14	Tues	9:30 AM	27	6	5	4	4	35	45	30	19	8	8	22	213
		2:30 PM	24	4	6	7	6	29	38	27	9	9	5	22	186
		6:00 PM	7	6	6	9	2	44	90	19	25	6	19	22	255
11/19/14	Weds	9:30 AM	17	4	6	4	3	34	12	33	21	9	8	20	171
		2:30 PM	14	6	6	2	4	30	7	27	19	6	10	18	149
		6:00 PM	25	6	6	6	2	46	105	27	24	9	19	22	297

* Friday 11/14/14 = Village Employee Flex Day

11/14 - Cook County Housing - 9am- 17 attendees

11/18 - Fire and Police Accademy Commission - 6pm - 6 attendees

11/18 - Citizens Police Accademy Graduation -7pm - 30-40 attendees

11/18 - Wingate Condos - 7pm - 20 attendees

11/19 - Lutheran General Hospital - 9am to 4pm - 30-35 attendees

11/19 - Chicago Amputee Group - 7pm - 10 attendees

11/19 - Arlington Cares - 7:30pm - 10 attendees

Arelington Economic Alliance - 7:30 am - meeting cancelled - normally 9 - 12 attendees

MUNICIPAL CAMPUS PARKING SPACE SURVEY

Available Vacant Parking Spaces

Date	Day of Week	Time	Municipal Garage							Police Lot	Lot 'O' Arl Hts & Sigwalt		Employee Parking Directly Across from PD	Employee Parking Directly Across from FD	Total Vacancies All Lots Combined
			Visitor Ground Level	Visitor Level 2	Visitor Level 3	Village Vehicle Ground Level	Village Vehicle Level 2	Daily Fee Both Ramps	Employee Parking Level 2 & 3	Entire Lot	Daily Fee	Visitor			
TOTAL NUMBER OF SPACES =			32	6	6	28	12	66	121	75	32	9	29	25	
11/14/16	Mon	9:30 AM	29	6	6	8	8	36	42	31	22	8	10	22	228
		2:30 PM	22	6	6	10	6	33	44	25	21	9	5	23	210
		6:00 PM	12	4	6	9	0	46	102	32	22	9	20	23	285
11/15/16	Tues	9:30 AM	21	6	6	7	9	35	39	29	22	7	5	21	207
		2:30 PM	27	6	6	9	7	24	43	28	18	8	0	22	198
		6:00 PM	No	Survey											
11/16/16	Weds	9:30 AM	23	6	6	8	7	32	43	27	23	6	4	19	204
		2:30 PM	26	6	6	10	8	27	38	30	20	7	1	18	197
		6:00 PM	26	5	2	8	1	47	107	27	26	6	20	20	295
11/17/16	Thurs	9:30 AM	24	5	5	5	8	41	42	30	15	9	3	22	209
		2:30 PM	15	4	6	17	4	42	41	26	9	7	2	20	193
		6:00 PM	29	6	6	8	1	49	107	22	20	9	23	20	300
11/18/16	Fri*	9:30 AM	26	5	5	8	10	40	42	36	25	9	8	20	234
		2:30 PM	24	4	4	5	8	46	32	24	27	7	5	21	207
		6:00 PM	29	6	6	5	1	59	110	17	24	8	15	23	303

* Friday 11/18/16 = Village Employee Flex Day

Meeting Attendees for the Week of November 14 – November 19, 2016

Monday

Meeting Group	Time	# of Attendees	Frequency
Executive Network Group	7:30 AM	10	Weekly
Police Interviews	12 PM	12	Infrequent
Liquor Hearings	4 PM	15	Infrequent
COW Meeting	7 PM	40	3 x Monthly
ZBA	7 PM	12	Monthly
Immunization Clinic	5 PM	60	Monthly
Elite Soccer	7 PM	12	Monthly
TOTAL		161	

Tuesday

Meeting Group	Time	# of Attendees	Frequency
Administrative Hearings	9 AM	10	Special Meeting
Police Interviews	1 PM	12	Infrequent
Metropolis Board	5:30 PM	12	Monthly
Design Commission	6:30 PM	12	Monthly
Windgate Condos	7 PM	12	Monthly
Disabilities Commission	7 PM	12	Monthly
Citizens Police Academy Grad	7 PM	70	Annually
TOTAL		140	

Wednesday

Meeting Group	Time	# of Attendees	Frequency
Arl. Economic Alliance	7:30 AM	14	Monthly
Hines VA Hospital	8 AM	40	Annually
COW Meeting	7 PM	40	Special Meeting
Chgo Amputee Support	7 PM	15	2 x monthly
Arlington Cares	7:30 PM	10	Monthly
TOTAL		119	

Thursday

<u>Meeting Group</u>	<u>Time</u>	<u># of Attendees</u>	<u>Frequency</u>
Benefits Fair	8 AM	100	Annually
Hines Hospital	8 AM	40	Annually
Police Interviews	2 PM	4	Infrequent
Florida Keys Group	7 PM	40	Annually
Book Club	7 PM	15	Monthly
NW Suburban Genealogy	7 PM	12	Monthly
TOTAL		211	

Friday

<u>Meeting Group</u>	<u>Time</u>	<u># of Attendees</u>	<u>Frequency</u>
Executive Network Group	8 AM	10	Weekly
Deposition	10:30 AM	6	Infrequent
Police Interviews	3 PM	4	Infrequent
TOTAL		20	

Saturday

<u>Meeting Group</u>	<u>Time</u>	<u># of Attendees</u>	<u>Frequency</u>
Administrative Hearings	9 AM	15	Monthly
TOTAL		15	

2009 PARKING COUNT SURVEY

	Friday December 4 @ 8:30 AM			Friday December 4 @ 2:00 PM			Friday December 4 @ 4:00 PM		
	Total	Occupied	%	Total	Occupied	%	Total	Occupied	%
Municipal Garage Level 1									
Municipal Vehicles	29	22	76%	29	18	62%	29	23	79%
30 Minute	28	5	17%	28	10	36%	28	8	29%
Disabled	6	1	16%	6	0	0%	6	1	17%
Total	63	28	44%	63	28	44%	63	32	51%
Municipal Garage Level 2									
Municipal Vehicle	12	8	67%	12	8	67%	12	11	92%
Employee	53	53	100%	53	50	94%	53	31	58%
Daily Pay	33	24	73%	33	27	82%	33	26	79%
30 Minute	6	0	0%	6	0	0%	6	0	0%
Total	104	85	82%	104	85	82%	104	68	65%
Municipal Garage Level 3									
Employee	101	22	22%	101	29	29%	101	24	24%
30 Minute	6	0	0%	6	0	0%	6	0	0%
Total	107	22	21%	107	29	27%	107	24	22%
Sigwalt Parking Lot-East									
Municipal Vehicle	25	7	28%	25	8	32%	25	8	32%
Sigwalt Parking Lot-Central									
Municipal Vehicle	29	23	79%	29	24	83%	29	16	55%
Sigwalt Parking Lot-West									
Daily Pay	32	2	6%	32	4	13%	32	4	13%
30 Minute	9	0	0%	9	0	0%	9	0	0%
Total	41	2	5%	41	4	10%	41	4	10%
Police Lot									
Municipal Vehicles	84	48	57%	84	62	74%	84	51	61%

	Monday December 7 @ 8:30 AM			Monday December 7 @ 2:00 PM			Monday December 7 @ 4:00 PM		
	Total	Occupied	%	Total	Occupied	%	Total	Occupied	%
Municipal Garage Level 1									
Municipal Vehicles	29	21	72%	29	20	69%	29	26	90%
30 Minute	28	5	18%	28	8	29%	28	20	71%
Disabled	6	1	17%	6	1	17%	6	0	0%
Total	63	27	43%	63	29	46%	63	46	73%
Municipal Garage Level 2									
Municipal Vehicle	12	11	92%	12	10	83%	12	11	92%
Employee	53	53	100%	53	53	100%	53	30	57%
Daily Pay	33	33	100%	33	32	97%	33	31	94%
30 Minute	6	0	0%	6	0	0%	6	1	17%
Total	104	97	93%	104	95	91%	104	73	70%
Municipal Garage Level 3									
Employee	101	32	32%	101	29	29%	101	36	36%
30 Minute	6	0	0%	6	0	0%	6	0	0%
Total	107	32	30%	107	29	27%	107	36	34%
Sigwalt Parking Lot-East									
Municipal Vehicle	25	8	32%	25	10	40%	25	7	28%
Sigwalt Parking Lot-Central									
Municipal Vehicle	29	19	66%	29	21	72%	29	15	52%
Sigwalt Parking Lot-West									
Daily Pay	32	3	9%	32	6	19%	32	7	22%
30 Minute	9	0	0%	9	0	0%	9	0	0%
Total	41	3	7%	41	6	15%	41	7	17%
Police Lot									
Municipal Vehicles	84	51	61%	84	47	56%	84	51	61%

	Wednesday December 9 @ 8:30 AM			Wednesday December 9 @ 2:00 PM			Wednesday December 9 @ 4:00 PM		
	Total	Occupied	%	Total	Occupied	%	Total	Occupied	%
Municipal Garage Level 1									
Municipal Vehicles	29	22	76%	29	20	69%	29	21	72%
30 Minute	28	8	29%	28	15	54%	28	11	39%
Disabled	6	2	33%	6	3	50%	6	1	17%
Total	63	32	51%	63	38	60%	63	33	52%
Municipal Garage Level 2									
Municipal Vehicle	12	12	100%	12	8	67%	12	10	83%
Employee	53	53	100%	53	53	100%	53	37	70%
Daily Pay	33	33	100%	33	31	94%	33	33	100%
30 Minute	6	2	33%	6	0	0%	6	1	17%
Total	104	100	96%	104	92	88%	104	81	78%
Municipal Garage Level 3									
Employee	101	33	33%	101	32	32%	101	31	31%
30 Minute	6	1	17%	6	5	83%	6	1	17%
Total	107	34	32%	107	37	37%	107	32	30%
Sigwalt Parking Lot-East									
Municipal Vehicle	25	9	36%	25	9	36%	25	7	28%
Sigwalt Parking Lot-Central									
Municipal Vehicle	29	14	48%	29	16	55%	29	13	45%
Sigwalt Parking Lot-West									
Daily Pay	32	2	6%	32	5	16%	32	6	19%
30 Minute	9	0	0%	9	1	11%	9	0	0%
Total	41	2	5%	41	6	15%	41	6	15%
Police Lot									
Municipal Vehicles	84	43	51%	84	44	52%	84	45	54%

Exhibit 4b
Parking Observations
Village of Arlington Heights - Municipal Campus Expansion
Arlington Heights, Illinois

A. Parking Lot Descriptions

2005 PARKING COUNT SURVEY

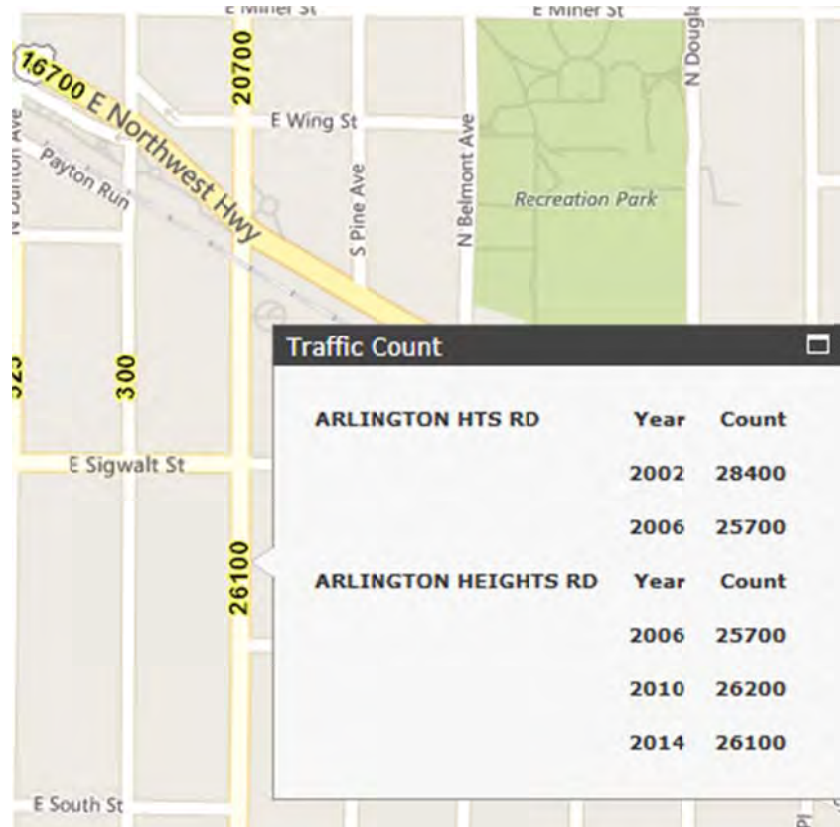
Lot 1= SE corner of Arlington Heights and Sigwalt
 Lot 2= East of Pine, West of Belmont on South Side of Sigwalt
 Lot 3= East of Belmont, South Side of Sigwalt
 Lot 4 = Parking Structure
 Lot 5 = Old Lumber Yard and Police lot at rear of building
 Lot 6 = East of Municipal building, North side of Sigwalt

B. Parking Lot Occupancy

		Lot 1	Lot 2	Lot 3	Lot 4	Lot 5	Lot 6	Total	
		Capacity	41	29	25	290	37	63	485
Date	Time	Number of occupied spaces							Percent Occupied
3/14	4:00 PM	35	20	2	124	35	55	271	56%
3/14	6:00 PM	10	8	1	78	32	10	139	29%
3/15	7:00 AM	8	3	0	84	13	41	149	31%
3/15	9:00 AM	38	24	2	151	27	55	297	61%
3/15	4:00 PM	35	28	0	156	28	42	289	60%
3/15	6:00 PM	6	4	0	96	28	15	149	31%
3/16	7:00 AM	5	1	2	91	37	37	173	36%
3/16	9:00 AM	40	25	3	146	28	53	295	61%
3/16	4:00 PM	37	27	7	146	29	55	301	62%
3/16	6:00 PM	9	8	7	84	35	11	154	32%

GEWALT HAMILTON
ASSOCIATES, INC.

Arlington Heights Road Historical Traffic Counts – IDOT



1/19/17

Re: Round 1 Review Comments – PC 16-024

Charles,

Please find attached our “Round 1” review comments for application PC 16-024. This is consolidated list of all Dept. comments and includes each Departments review.

Please revise the plans accordingly and resubmit along with a response letter that addresses all Village comments (referencing each by Department and number). Please note that your responses will become a part of the public record for this application.

Sam Hubbard

Development Planner

Department of Planning and Community Development

Village of Arlington Heights

33 S. Arlington Heights Road

Arlington Heights, IL 60005

P: 847-368-5223

F: 847-368-5988

www.vah.com

Plan Commission Hearing Review Comments- Building Services

200 E. Sigwalt St.

Amendment to PUD Ordinance #78-026

PC#16-024

Round 1

1. Elevator machine rooms are not indicated for either elevator.
2. If the electrical service is 800 amps, a separate electrical room/closet is required. The room would be required to have a one hour fire rating or shall be rated equal to the designed structure, but not less than one hour. If the electrical service is 1,200 amps or more, it would require two exits on opposite ends of the room, and panic hardware.
3. Proper working clearances shall be provided in all electrical rooms/closets.
4. Rooms with an occupant load of more than 49 require two exits. Multi-purpose Room/Back-up EOC currently shows one when the partition is closed.
5. The permit submittal should include the following:
 - a. Statement of Special Inspections, along with a chart of the required special inspections and the frequency of the inspections, as well as the name of the person, firm or agency responsible for performing the inspections. Copies to be provided to the Building Department on a weekly basis.
 - b. Structural calculations for all structural components of the building for review by the Structural consultant.
 - c. Truss drawings, calculations and layout and instructions.
6. Submitted plans shall provide the following:
 - a. Design Firm registration numbers for all design firms involved.
7. The following items require separate permits:
 - a. Elevators
 - b. Fire suppression
 - c. Fire Alarm
8. Areas of refuge shall be provided and have two-way communication.
(2000 NFPA 101)
9. Where common supply and return ducts are shared with multiple air-handling systems with a designed capacity greater than 2,000 CFM, the return air system shall be provided with smoke detectors (IMC 606.2.2).

10. Enclosed parking garage shall have CO detectors, mechanical ventilation and infrared sensors to detect vehicles or occupants (IMC 404.1)
11. Fire separation between the S-2 parking garage and the main building (B use) shall be a minimum of 1-hour floor and wall assemblies. (IBC Table 508.4)
12. Garage bridge shall match the construction of the new building.
13. The Application is asking the Building Dept. if the existing building conforms to the Village Building Code. Does this mean the code under which it was built? To what degree of code compliance is this application concerned with- fire separation distances? Working fire systems? Receptacle polarity? Do we really care about this at all since the building will be demolished completely?
14. The east stair tower appears to be being shown as being removed. Has exiting from the parking structure been recalculated to determine if this will be compliant? Exiting may not enter into the Police Station.
15. Has the fire separation distance been considered between the new Police Station and the Parking Structure? The Fire Station?
16. Has the State Energy Code been considered in the design?
17. Has adequate space and exiting been considered for electrical, mechanical, and fire rooms?

Plan Commission Hearing Review Comments- Building Services_Fire Safety

200 E. Sigwalt St.

Amendment to PUD Ordinance #78-026

PC#16-024

Round 1

From: D. Lay, Fire Safety Supervisor

Subject: Preliminary Review of New Police Station

On January 6, 2017 Deputy Fire Chiefs B. Lyons, P. Ahlman, Fire Lt. M. Aleckson and I met with Deputy Police Chief N. Pecora to discuss a preliminary review of the proposed Arlington Heights Police Station.

The following is a synopsis of the results of that meeting and the concerns that were noted.

Several concerns were raised about ambulance access into and out of the sally port. We are requesting a drawing showing the ambulance exiting and entering the sally port. A concern was raised about the potential for vision obstruction the ambulance driver may incur when pulling out of the sally port. In addition to exiting the sally port there is a concern about the ambulance having to back into the sally port to service a patient. The ambulance should not be required to turn without additional backing or the need for a three-point-turn.

Negotiation of the sally port is one of the most vital concerns raised. It is important the ambulance is able to safely and efficiently back into and pull out of the sally port in order to provide timely EMS service to those in need at this location.

There are concerns about the fire ladder truck negotiating the turn from Sigwalt on to the access drive and traveling on the access drive through the parking lot and continuing west from the access drive through the lot where the parking lane intersects or reaches the access road from the west side of the PD building. It is requested that Engineering be aware of this concern so they can verify the travel paths for the FD truck.

It is requested that clarification be provided to indicate exactly where the fire sprinkler pump room will be located and the access that will be provided to the room. The code (NFPA 20, Sec. 4.12.2.1.1) requires fire pump rooms not directly accessible from the outside to be accessible through an enclosed passageway from an enclosed stairway or exterior exit. The enclosed passageway must be minimum 2-hour fire-resistance rating. Access must be provided and maintained for all fire protection equipment to permit immediate safe operation and maintenance of such equipment. Rooms where fire pumps are located shall be separated from all other areas of the building in accordance with Section 913.2.1 of the International Building Code.

A Knox box (key safe) containing keys to access all areas of the building shall be mounted on the front of the building.

The Fire Department Connection shall be located on the front of the building, be fully visible and at the main entrance within a maximum travel distance of 100 feet to the nearest fire hydrant.

A fire alarm zoning indicator panel and associated controls or fire alarm control panel (full functioning auxiliary panel) shall be located within the closest proximity to the front main entrance of the building.

D.C. Pecora indicated several concerns were addressed during the development of the plans as indicated below. We appreciate the fact that the concerns regarding access of the ambulance and the fire truck were addressed during the development stage; however we would request that our Engineering Dept. confirm access as previously noted.

Comments from D.C. Pecora:

Re: Access to Sally Port. This issue has been addressed through turning radius scenarios in AutoCAD by Mackie Engineering and the proposal to install a warning light ballard activated when a vehicle exits the sally port. The addition of a convex mirror mounted in the area for added visibility is something to consider.

Re: Ladder Truck Access. Mackie Engineering has also conducted AutoCAD exercises with ladder/tower sized trucks. I suggest we supply Mackie with wheelbase and overall dimensions of T1 and reserve T1 so they can more accurately determine if the allocated space is adequate.

Re: Location of Fire Pump Room/ Fire Alarm Panel: Legat Architects and 20/10 Engineering have not produced fine detail drawings of MEP systems. IBC shall provide direction as required features are designed and notated on Construction Drawings.

Re: Knox Box. A Knox Box will be placed.

Re: Location of FDC and Fire Hydrant. A fire hydrant is currently located at the S/E corner of the building adjacent to the Police/Fire driveway.

Memorandum

To: Sam Hubbard, Planning and Community Development
From: Cris Papierniak, Assistant Director of Public Works
Date: January 19, 2017
Subject: Police Department Plan Commission



Regarding the AHPD Plan Commission plans, we have the following comments:

LANDSCAPING

1. The shared police/fire driveway will possibly be exposed to salt from salt trucks clearing the drive lanes and parking stalls from snow and ice. Ex. Boxwoods adjacent to the fire station may not thrive there.
2. Please consider shade tolerance for plants being planted on the north side of the building.
3. Public Works is recommending planting trees that are 2.5"-3" in diameter. They will thrive better in these tight locations.
4. The following sections give recommended alternative specie selections for each planting location:

5 Tree Grate Pits located on Davis St.- I think it would look best if all 5 trees were the same or possible alternating using 2 different types of trees that have similar growth patterns.

- Elm- 'Frontier'
- Ginkgo- 'Autumn Gold'
- Japanese lilac- 'Ivory silk'
- Kentucky Coffee tree- 'Espresso'
- Pear- 'Chanticleer'
- Honey locust- 'Impcole'

Tree located along fence by the railroad tracks- I think we need to use all narrow, upright, fruitless if possible trees here. Linden trees drop a lot of "honey dew" which makes them a poor choice to use around cars.

- Oak- either Regal Prince or Crimson Spire. (Regal Prince is a more hardy than the Crimson Spire)
- Elm- 'Emerald Sunshine'
- Elm- 'Frontier'
- Ginkgo-either 'Autumn Gold' or 'Princeton Sentry'

- Maple- (Hedge maple) 'Campestre'
- Hornbeam- (Carpinus betulus)
- Cornelian cherry
- Japanese lilac- 'Ivory silk'

Parking lot islands west end-Hackberry trees are too large for that site

- Kentucky Coffee
- American hornbeam
- Maple- (Rugged Charm) 'tataricum'
- Ginkgo- 'Magyar'
- Linden- 'Sentry'

Parking lot islands by building-Swamp White Oak trees are too large for those sites

- Service berry- (single stem and if the building is not too tall causing too much shade)
- Japanese lilac- 'Ivory silk'
- Cornelian cherry
- Maple- (Rugged Charm) 'tataricum'
- American hornbeam

Southside of parking lot up against the new building-way too small for swamp white oak trees

*Can use any of the trees from the above railroad track sites.

*Height of building will most likely shade this area causing poor growth.

GENERAL COMMENTS

5. Dumpster is currently used for the Fire Department. The plans show that it will be relocated due to new Police lot configuration. Show the proposed relocation.
6. Existing Street Light system along Sigwalt must remain operational during the construction project.
7. Provide truncated domes for sidewalk on existing east side of proposed driveway.
8. Brick paver design shall match Village Hall with appropriate concrete border.
9. Remove building plan detail from the vehicle turning movement plans.

UTILITY

10. Utility plans do not show existing Chiller lines, Fiber lines and water main correctly on campus.
11. Install isolation valves (2) on either side of proposed 8" water connection. If this is done after hours, a pressure connection will not be required. The isolation valve on AHFD side will have to be done quickly after hours, then the 8" connection and west 10" isolation valve could be installed.

12. If the existing 8" will not be re-used inside the new building, the 8x6x8 tee will need to be replaced with a 8" x 90 degree bend with a 6" reducer to the existing hydrant.
13. All water main will be zinc coated and poly-wrapped with "V-Bio" wrap supplied by pipe manufacturer.
14. Abandon the existing sanitary service at the main with a clamp.

CC: Scott T. Shirley, Director of Public Works

ENGINEERING DEPARTMENT

3

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: P.C. 16-024
 Petitioner: Randy Recklaus
 33 S. Arlington Heights 03-08-105-001/Road
 Arlington Heights, IL 60005
 Owner: Village of Arlington Heights
 Contact Person: Charles Witherington-Perkins
 Address: 33 S. Arlington Heights Road
 Arlington Heights, IL 60005
 Phone #: 847-368-5200
 Fax #: 847-368-5988
 E-Mail: cperkins@yahoo.com

03-29 03-32 03-08-350-004,005,013,014,015,016,017
 P.I.N.# 03-08-105-001/03-08-104-014,015
 Location: 200 East Sigwalt Street
 Rezoning: Current: P-L Proposed:
 Subdivision:
 # of Lots: Current: Proposed:
 PUD: Amendment For: New Police Station
 Special Use: For:
 Land Use Variation: For:
 Land Use: Current: Proposed:
 Site Gross Area: 4.8 Acres
 # of Units Total:
 1BR: 2BR: 3BR: 4BR:

(Petitioner: Please do not write below this line.)

1. PUBLIC IMPROVEMENTS

REQUIRED: YES NO COMMENTS

a. Underground Utilities

Water ☒ ☐Sanitary Sewer ☒ ☐Storm Sewer ☒ ☐

b. Surface Improvement

Pavement ☒ ☐Curb & Gutter ☒ ☐Sidewalks ☒ ☐Street Lighting ☒ ☐

c. Easements

Utility & Drainage ☒ ☐Access ☒ ☐

2. PERMITS REQUIRED OTHER THAN VILLAGE:

a. MWRDGC ☒b. IDOT ☐c. ARMY CORP ☐d. IEPA ☐e. CCHD ☐3. R.O.W. DEDICATIONS? ☐ ☒4. SITE PLAN ACCEPTABLE? ☐ ☒5. PRELIMINARY PLAT ACCEPTABLE? ☐ ☒6. TRAFFIC STUDY ACCEPTABLE? ☐ ☒7. STORM WATER DETENTION REQUIRED? ☒ ☐8. CONTRIBUTION ORDINANCE EXISTING? ☐ ☒9. FLOOD PLAIN OR FLOODWAY EXISTING? ☐ ☒10. WETLAND EXISTING? ☐ ☒

YES NO COMMENTS

☐ ☒☐ ☒☐ ☒☐ ☒☒ ☐☐ ☒☐ ☒☐ ☒

GENERAL COMMENTS ATTACHED

PLANS PREPARED BY: MACKIE CONSULTANTS

DATE OF PLANS: 12-29-16

Director

Date

RECEIVED

JAN 10 2017

PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

PLAN COMMISSION PC #16-024
Police Station Redevelopment
200 E. Sigwalt St.
PUD Amendment to Ord #78-026
Round 1

11. The petitioner is notified that these comments are being provided to ensure that the project meets the requirements for submittal to the Plan Commission. Approval by the Plan Commission is not an endorsement or approval of these documents to obtain the required building permits, engineering approval, or permits required by other government or permitting agencies for construction. Detailed plan review with associated comments will be provided upon submittal of plans for a building permit. The petitioner shall acknowledge that they accept this understanding.
12. The Plan Commission application shows the wrong PIN numbers. The top row of numbers should start with 03-29, not 03-08. The bottom row of numbers should start with 03-32, not 03-08.
13. As has been commented upon previously when the Municipal building was presented, Sigwalt Avenue has not been formally dedicated or recorded as a public road. The Plat of Dedication should include applicable portions of Pine Avenue, Belmont Avenue, Burton Place, and Arlington Heights Road.
14. Final engineering plans shall be georeferenced by using State Plane Coordinate System – Illinois East. Below are details about projection:

Projected Coordinate System:	NAD_1983_StatePlane_Illinois_East_FIPS_1201_Feet
Projection:	Transverse_Mercator
False_Easting:	984250.00000000
False_Northing:	0.00000000
Central_Meridian:	-88.33333333
Scale_Factor:	0.99997500
Latitude_Of_Origin:	36.66666667
Linear Unit:	Foot_US
Geographic Coordinate System:	GCS_North_American_1983
Datum:	D_North_American_1983
Prime Meridian:	Greenwich
Angular Unit:	Degree

15. Final approval will require final engineering plans including detention calculations showing HWL, storage required, storage provided, and restrictor sizing calculations. Any detention storage system located under pavement must be designed to AASHTO HS-25 loading standard. The Village's allowable release rate is 0.18 cfs/Ac. Use C=0.50 for pervious areas, C=0.95 for impervious areas. Use Bulletin 70 rainfall data. Clearly show the overflow route for the site. Minimum restrictor size allowed, for maintenance reasons, is 2". Restrictors between 2" and 4" must be in a trap in a catch basin. Show the location and size of the restrictor. Provide a detail showing the restrictor catch basin.
16. According to the preliminary calculations provided, the required volume is 0.48 ac-ft and the restrictor is 3" diameter. However, this differs from the results when the Village's method is applied. Using the given information of impervious area = 1.90 ac and pervious area = 0.10 ac from the preliminary calculations and applying them via the Village's method, the allowable release rate is 0.36 cfs and the required detention volume is 0.70 ac-ft. At the given HWL=676.06 and the orifice invert of 671.30, the restrictor calculates to a 2.5" diameter restrictor. Provide a design and calculations that meet the Village's requirements.

17. Sheet C-102: The detail for Section A-A Stormwater Detention Vault shows a vault interior roof elevation of 678.46, almost 2.5' higher than the proposed HWL. Understanding this is a preliminary design, final design will require detailed volume calculations for a cast-in-place vault design or manufacturer's cut sheets with provided volumes for a pre-cast vault design. Vault plans to be stamped by a Registered Professional Structural Engineer. Loadings from the nearby railroad tracks should be taken into consideration, as determined by the structural engineer.
18. When on-site lighting is proposed, provide a site photometric lighting diagram indicating lighting intensities. Also provide the associated catalog cuts for all roadway, parking lot, and building mounted luminaires. All fixtures must be flat bottom, sharp cut-off, and no wall pack style fixtures will be permitted.
19. The exhibits showing the turning paths of the various vehicles, including the tower truck, are acceptable.
20. Plan sheets to be 24"x36" for engineering submittals to the Village and the MWRD.
21. Sheet C-101: The west driveway shows a through-left lane and a dedicated right turn lane. The traffic report indicates that a single right-thru-left outbound lane will be sufficient, allowing the loading zone to remain. Please show the proper striping/lane usage.
22. Sheet C-102: Can the interior floor of the Sally Port be lowered or sloped to reduce or eliminate the proposed exterior driveway modifications at the door? The building's finished floor elevation is shown at 684.20 and the garage floor elevation at the Sally Port door is the same.
23. Sheet C-102: Clearly show the overflow route for surface water. Ensure via weir calculations that the proposed modifications to the driveway in front of the Sally Port do not impede any overflow.
24. Sheet C-102: Include any PROWAG required sidewalk ramp modifications to locations along the south side of Sigwalt Street.
25. Sheet C-103: Clearly label every storm sewer run to be abandoned as removal or abandon in place with 2' plugs of non-shrink grout, as required by the MWRD. Show all existing building service lines to be re-used or retired at the main. Incorporate access points to the vault for maintenance activities.
26. Sheet C-103: Due to the proposed utilities through the west driveway, provide a detour route for Village Hall traffic while this driveway area is under construction. If the driveway is to remain open during construction, provide a plan and schedule.
27. Sheet C-104: Heavy duty asphalt pavement section to consist of: 2" Surface, 2-1/4" N-50 Binder, 5" N-30 Binder, and 4" CA-6 Stone Subbase.
28. Sheet C-104: Based on the pavement widths and the arrows, it appears the drive aisles at the northwest corner of the new building are one-way away from the building. Please confirm this and include the appropriate signage and pavement striping on the final design.
29. Sheet C-104: Show any additional pavement cuts on Sigwalt Street as a result of retiring any existing service lines.
30. Is the sidewalk along the west side of the new building to be concrete or is the paver walk to match the rest of the construction in the right-of-way an option?

31. For the rear Parking lot the dimensions for the drive aisle width shows only a 22 ft dimension, but it is with 9.5 ft wide parking stalls which geometrically works. Is a variation for this required?
32. Interior garage dimensions are difficult to discern on the plan provided. Provide clear dimensioning, should be 18' stall depth and 24' drive aisle for 90-degree parking. It is understood 9.5' ft wide parking stalls are being provided at the request of the Village. Provide turning template exhibit showing the proposed design if different than standard design.
33. The reconfiguration of the service road between the municipal building and new police building removes one driving lane. Provide the proposed dimensions between the two buildings. Shifting the outbound shared left/alterd through lane makes the jog to Pine Avenue even more severe, which should be evaluated.
34. The position of the southwest corner of the new police building in relationship to the stopping point for traffic exiting the relocated driveway seems to have sight distance issues. Position of the stop bar and public sidewalk crossing to allow exiting traffic to get as close to Sigwalt as possible.
35. There are no depressed ADA truncated dome sidewalks shown for either side of the sidewalk crossing from the municipal building to the east curb to the new sidewalk. This sidewalk used to go past and around the southeast corner of the garage structure and access the door to the staircase on the east face of the stairwell. Is this doorway to be abandoned? How will the existing east side passage door of the parking garage stairwell at the southeast corner of the garage structure be accessed?
36. There are no ADA curb depressions at the crossing of the service drive at the northwest corner of the new police building towards the north surface parking lot.
37. What are the areas between the west face of the new police building and the large sidewalk area underneath the parking garage being developed as, and what is the fenced indications for?
38. Since the drive aisle between the two utility pads storing the generators and chillers is only 19.5 ft B-B and marked one way northbound, this north parking lot only has its main access coming from and going towards the northeast corner of the new building. The note allowing a reduction of this pavement to 20 ft. E-E around this curve that will have sight distance blocked by the building is a concern, and should not be reduced.
39. There are no provisions for pedestrian access along the driveway between the new Police and existing Fire buildings.
40. New 8 inch watermain location is shown right next to or under a parking garage structural column.
41. The concrete sidewalk pad west of the west face of the new police building is back pitching water back into the building. There are 3 different proposals for the design of this area between the Architectural/Engineering and the sketches in the traffic report about this sidewalk area layout. Please coordinate a single plan.
42. The commentary in the traffic report related to pedestrian and customer movements from level one of the parking garage towards the municipal and police buildings and between these two buildings is not clearly understood. Is the current marked mid-block crosswalk from the door exiting the N.E. corner of the municipal building being abandoned? It is disagreed that focus of pedestrian activities is consolidated by providing a sidewalk on the east side of the service driveway. Providing this sidewalk along the entire length of this curb invites random access by pedestrians, instead of focused direction to an identified point of crossing that can be striped and signed for pedestrian safety, and notification to drivers. This issue is especially relevant for seeing pedestrians moving under the parking garage on particularly sunny days,

when the lighting contrast results in temporary glare and sun blindness entering under the structure. It is suggested that pedestrian crossing across the pavement before entering the garage to remain, and to better define pedestrian access on the first level of the garage, to the N.E. corner of the municipal building, & over to the police station.

43. There are several confusing representations in the diagrams in the traffic report. Attachment #2, shows all lanes as outbound, inbound lane shown as outbound left, with stop bar across this lane, sidewalk pattern different from traffic report sketches and Architect/Engineering plans; Attachment #3 Proposed Driveway Alignment shows the sidewalk alignment consistent with the traffic report sketch, but there is a 2ftX2ft garage structure column in the center of this walk, and again the striping for the two lanes at Sigwalt show stop bars across the inbound lane.
44. As a normal matter of discourse traffic reports usually contain the calculated trip generation values for the properties based upon the ITE land use classification for the building uses. While actual traffic count data has been supplied, identification of peak hours was based upon the site peak, rather than the traffic generated at the roadway peak hour. The proposed site, based upon the upgraded square footage of the new building, (which didn't identify the old verses new building square footage additions), should be calculated and projected.
45. For reference in the traffic reports, shouldn't the Code required site parking, based upon the three building's square footages be calculated and provided for reference to verify if any variations for code required parking are necessary?
46. In the absence of floor plans there is some confusion and inability to evaluate the operation and movement of vehicles out of the first couple of parking stalls in the indoor parking areas, and how the activity in the area of the three garage doors into the evidence garage, and fleet parking garage will operate. Vehicles backing out of the evidence garages are going to be confronted with backing out blind to see traffic exiting the north surface parking lot. Turning templates for access into and exiting the evidence garage needs to be provided.
47. Is the Sally Port only for prisoner transfers only, or are emergency vehicles being stored or being discharged from here? The ability to turn right out of this garage for the south most stall is impeded by the building wall, and curb placement which will result in this vehicle swinging way wide into the driveway into oncoming traffic to turn right towards Sigwalt Street. Views for vehicles exiting this garage are blind for seeing traffic coming in off of Sigwalt as well. I'm assuming vehicles will be backing into the parking garage, so all the traffic trying to get to the north surface lot will be encumbered by this operation occasionally.

 1/9/17
James J. Massarelli, P.E. Date
Director of Engineering

Attachment: Detention Calculation Verification Sheet (1 page)

Police Station Redevelopment

Detention Calculation Verification PC# 16-024

Site Requirements

1/5/2017

Site Area = 2.000 Acres
Allowed Release Rate (Area x 0.18cfs/Ac) = 0.360 cfs
Weighted "C" Factor = 0.928
Pervious= 0.100 Acres
Impervious= 1.900 Acres
Water= 0.000 Acres
Synth Turf= 0.000 Acres

A	B	C	D	E	F	G	H	J	K
Runoff Factor "C"	Storm Duration		Rainfall Intensity "I"	Site Area "A"	Inflow Rate (CxlxA)	Release Rate	Storage Rate	Storage Required	
	(min)	(hrs)	(in/hr)	(acres)	(cfs)	(cfs)	(cfs)	(cu-ft)	(Ac-ft)
0.928	5	0.08	10.92	2.000	20.27	0.360	19.91	5733	0.132
0.928	10	0.17	10.02	2.000	18.60	0.360	18.24	11161	0.256
0.928	15	0.25	8.20	2.000	15.22	0.360	14.86	13373	0.307
0.928	30	0.50	5.60	2.000	10.39	0.360	10.03	18060	0.415
0.928	60	1.00	3.56	2.000	6.61	0.360	6.25	22490	0.516
0.928	90	1.50	2.75	2.000	5.10	0.360	4.74	25618	0.588
0.928	120	2.00	2.24	2.000	4.16	0.360	3.80	27342	0.628
0.928	180	3.00	1.62	2.000	3.01	0.360	2.65	28585	0.656
0.928	240	4.00	1.28	2.000	2.38	0.360	2.02	29026	0.666
0.928	300	5.00	1.08	2.000	2.00	0.360	1.64	29601	0.680
0.928	360	6.00	0.95	2.000	1.76	0.360	1.40	30309	0.696
0.928	420	7.00	0.83	2.000	1.54	0.360	1.18	29748	0.683
0.928	480	8.00	0.75	2.000	1.39	0.360	1.03	29722	0.682
0.928	540	9.00	0.68	2.000	1.26	0.360	0.90	29227	0.671
0.928	600	10.00	0.63	2.000	1.17	0.360	0.81	29134	0.669
0.928	660	11.00	0.59	2.000	1.10	0.360	0.74	29108	0.668
0.928	720	12.00	0.55	2.000	1.02	0.360	0.66	28547	0.655
0.928	780	13.00	0.52	2.000	0.97	0.360	0.61	28320	0.650
0.928	840	14.00	0.49	2.000	0.91	0.360	0.55	27692	0.636
0.928	900	15.00	0.46	2.000	0.85	0.360	0.49	26663	0.612
0.928	960	16.00	0.43	2.000	0.80	0.360	0.44	25233	0.579
0.928	1020	17.00	0.41	2.000	0.76	0.360	0.40	24539	0.563
0.928	1080	18.00	0.39	2.000	0.72	0.360	0.36	23577	0.541
					A*D*E		F-G	C*H*3600	J/43560

Max Volume = 0.696 Acre-Ft
= 30,309 cu-ft

Orifice Computation

1) Allowed Release Rate, Q(cfs)	0.360	Free Flow	Submerged Flow
2) High Water Elevation	676.06		0.00
3) Outfall Water Elevation	-	-	0.00
4) Invert Elevation	671.30		0.00
5) Diameter of Restrictor (inch)	2.50		0
6) Cross Section Area (sq ft)	-	0.000	0.000
7) Head (ft) h =	4.66	0.00	0.00
8) Discharge Coefficient	0.61		0.00
Square Edge	0.79 - 0.82		
Round Edge	0.93 - 0.98		
Sharp Edge	0.58 - 0.64		
Projecting	0.50		

$$Q = C^*a^*(\text{sqrt } 2^*g^*h)$$

$$\text{Orifice area: } a = \frac{Q}{C^*(\text{sqrt } 2^*g^*h)}$$

$$Q \text{ (cfs)} = 0.00 \quad 0.000$$

$$a(\text{sq ft}) = 0.034 \quad \text{dia}(\text{in}) = 2.50$$



Arlington Heights Fire Department Plan Review Sheet

P. C. Number 16-024

Project Name Police Department Redevelopment

Project Location 200 E. Sigwalt

Planning Department Contact Sam Hubbard

General Comments

Round 1

On January 6, 2016 D/C Lyons, D/C Ahlman, and Lt. Mark Aleckson meet with D/C Pecora and Don Lay at the police station to review the plans.

Please allow Don Lay's comments to serve as ours.

**NOTE: PLAN IS CONCEPTUAL ONLY
SUBJECT TO DETAILED PLAN REVIEW**

Date Dec. 09, 2016 Reviewed By: LT. Mark Aleckson

ARLINGTON HEIGHTS POLICE DEPARTMENT

Community Services Bureau

DEPARTMENT PLAN REVIEW SUMMARY

AHPD – 200 E. Sigwalt Ave.

PC#16-024

Round 1

Round 1 Review Comments

01/11/2017

1. **Character of use:**
The character of use should not be problematic.
2. **Are lighting requirements adequate?**
Lighting should be up to the Village of Arlington Heights code.
3. **Present traffic problems?**
There are no apparent traffic problems at this location.
4. **Traffic accidents at particular location?**
This is not a problem area in relation to traffic accidents.
5. **Traffic problems that may be created by the development.**
There may not be enough room to navigate the narrow driveway at the rear of the building on the east side. Vehicles exiting the sally port will have to contend with two way traffic. East side driveway could be a one way entrance to reduce chances of accidents. It is recommended that vehicles back into sally port to increase visibility upon exiting.
6. **General comments:**
-Agent contact information must be provided to the Arlington Heights Police Department during all construction phases. Emergency contact cards can be filled out at the Village of Arlington Heights website (vah.com). This allows police department personnel to contact an agent during emergency situations or for suspicious/criminal activity on the property during all hours.



Brandi Romag, Crime Prevention Officer
Community Services Bureau

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PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

HEALTH SERVICES DEPARTMENT

6

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: P.C. 16-024	03-08-350-004,005,013,014,015,016,017
Petitioner: Randy Recklaus	P.I.N.# 03-08-105-001/03-08-104-014,015
33 S. Arlington Heights 03-08-105-001/Road	Location: 200 East Sigwalt Street
Arlington Heights, IL 60005	Rezoning: _____ Current: P-L Proposed: _____
Owner: Village of Arlington Heights	Subdivision: _____
	# of Lots: _____ Current: _____ Proposed: _____
	PUD: Amendment For: New Police Station
	Special Use: For: _____
	Land Use Variation: For: _____
Contact Person: Charles Witherington-Perkins	
Address: 33 S. Arlington Heights Road	Land Use: _____ Current: _____
Arlington Heights, IL 60005	Proposed: _____
Phone #: 847-368-5200	Site Gross Area: 4.8 Acres
Fax #: 847-368-5988	# of Units Total: _____
E-Mail: cperkins@vah.com	1BR: _____ 2BR: 3BR: 4BR: _____

(Petitioner: Please do not write below this line.)

1. GENERAL COMMENTS:

See the attached accessibility comments.

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DEVELOPMENT DEPARTMENT

Sean Freres, LEHP

Environmental Health Officer

1/9/17

Date

James McCalister

for

1/9/17

Direc
Date

Plan Review

Address: Village of Arlington Heights Police Station
200 E. Sigwalt Street
Amendments to PUD Ordinance #78-026

P.C. #16-024
Round 1

Submitted to: Sam Hubbard, Planning & Community Development or

Submitted by: David Robb, Disability Services Coordinator
(847) 368-5793

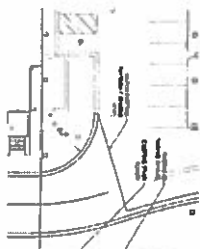


Date: January 9, 2017

Re: 2010 ADA Standards for Accessible Design and Illinois
Accessibility Code (IAC), Effective April 24, 1997

Sheet L-101

1. Identify the public Accessible Reserved Parking Spaces to serve the New Police Station. IAC Section 400.310(c)(2, 3, and 7) and 2010 ADA Standards Section 208.3.1.



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JAN 10 2017
PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

2. Identify the accessible pedestrian route(s) with new curb ramp from public Accessible Reserved Parking space(s) to the public entrance(s) of the new Police Station. 2010 ADA Standards Section 206.2.1

Sheet C-106

3. All interior-hinged Door Closers shall be adjusted in accordance with ADA Section 404.2.8, 404.2.9, and 404.2.10 to include a maximum opening force of "5 pounds of force" with adjusted "minimum closing speeds per door closing cycle"
4. The two doors in series that swing into the kitchenette next to the Conference Room shall have a minimum distance of 48-inches between them, plus the width of each door swinging into the space. See ADA 2010 Standards Section 404.2.6 and Figure 404.2.6(c).

PLANNING & COMMUNITY DEVELOPMENT DEPARTMENT

7

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: <u>P.C. 16-024</u>	P.I.N.# <u>03-08-350-004,005,013,014,015,016,017</u>
Petitioner: <u>Randy Recklaus</u>	Location: <u>200 East Sigwalt Street</u>
<u>33 S. Arlington Heights 03-08-105-001/Road</u>	Rezoning: <u> </u> Current: <u>P-L</u> Proposed: <u> </u>
<u>Arlington Heights, IL 60005</u>	Subdivision: <u> </u>
Owner: <u>Village of Arlington Heights</u>	# of Lots: <u> </u> Current: <u> </u> Proposed: <u> </u>
	PUD: <u>Amendment</u> For: <u>New Police Station</u>
	Special Use: <u> </u> For: <u> </u>
	Land Use Variation: <u> </u> For: <u> </u>
Contact Person: <u>Charles Witherington-Perkins</u>	Land Use: <u> </u> Current: <u> </u>
Address: <u>33 S. Arlington Heights Road</u>	Proposed: <u> </u>
<u>Arlington Heights, IL 60005</u>	
Phone #: <u>847-368-5200</u>	Site Gross Area: <u>4.8 Acres</u>
Fax #: <u>847-368-5988</u>	# of Units Total: <u> </u>
E-Mail: <u>cperkins@vah.com</u>	1BR: <u> </u> 2BR: <u> </u> 3BR: <u> </u> 4BR: <u> </u>

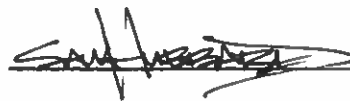
(Petitioner: Please do not write below this line.)

YES NO

1. ☒ COMPLIES WITH COMPREHENSIVE PLAN?
2. ☒ COMPLIES WITH THOROUGHFARE PLAN?
3. ☒ VARIATIONS NEEDED FROM ZONING REGULATIONS?
(See below.)
4. ☒ VARIATIONS NEEDED FROM SUBDIVISION REGULATIONS?
(See below.)
5. ☒ SUBDIVISION REQUIRED?
6. ☒ SCHOOL/PARK DISTRICT CONTRIBUTIONS REQUIRED?
(See below.)

Comments:

Please see additional comments attached.



1-11-17

Date



Planning & Community Development Dept. Review

January 12, 2017

REVIEW ROUND 1

Project: 200 E. Sigwalt Street
Police Station Redevelopment

Case Number: PC 16-024

General:

7. For all Variations requested, written responses to the following criteria shall be provided:
 - That 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.
 - The plight of the owner is due to unique circumstances.
 - The variation, if granted, will not alter the essential character of the locality.
8. A Demolition Plan should be provided within the Engineering plan set.
9. Please provide a Photometric Plan showing proposed illumination levels. Additionally, cut sheets for all proposed lighting is required.
10. Please provide a Development Phasing Plan/Schedule. This schedule shall include the anticipated construction start and completion times for each phase, the anticipated construction sequencing (material delivery schedule, the general construction methodology, construction parking, lane closures including plans illustrating such closures if necessary, etc.).

Site Plan:

11. Please revise sheet C-101 to indicate the setback distance from the northeast corner of the proposed building to the northern property line.
12. The Engineering plans have a note by the utility area that says "Refer to Architectural Plans for Transformer, Chiller, and Generator Details", however, no such details are provided in the Architectural plans. Please provide these details. Additionally, details are needed on the utility enclosure walls (height, materials, gate). Will they be tall enough to screen the utility equipment?
13. The utility area is shown as slightly different shapes on the Engineering Plans and Architectural Plans/Landscape Plans. Please revise plans so that they are consistent.
14. The paving area on the western side of the building is not consistent among the various plans. The Engineering plans show this area as all concrete, the Architectural Plans show this area as only partially concrete, and the Landscape plans show this area as part concrete, part pavers (a note should be added to indicate that they are in fact pavers), and partly an unknown surface (a note should be added to indicate what this surface is). Please review all plans to ensure consistency among each plan.
15. The Engineering plans indicate the removal of the existing dumpster enclosure in-between the Police Station and Fire Station. Will a new dumpster enclosure be provided? Where will it be located, what material will the enclosure walls and gates be constructed of, and how tall will the walls be? Please provide these details on the

plans.

16. Please provide details on the proposed fence at the end of the parking area in the northeast corner of the site (height, materials, style of fence).
17. Please provide details on the proposed fence and gate on the western side of the building (height, materials, style of fence). Additionally, it is unclear why a fence is needed in this location. Please clarify.

Building:

18. Please revise the elevations to show proposed building heights, including height to peak of roof, height to eaves, and height to midpoint between roof and eaves.

Site Circulation:

19. Section 11.2-8 of the Zoning Code requires that all one way drive aisles for parking lots that provide 90° parking must maintain a minimum width of 18'. The exit drive aisle from the Police Station garage appears to be 19.5', however, there are two bollards proposed within the drive aisle, which reduces the width of the drive aisle to approx. 16' in width. Please clarify if a Variation is requested. Similarly, the same is true for the entrance to the garage, which appears to be only approx. 15' in width when factoring in the proposed bollards.
20. Section 11.2-8 of the Zoning Code requires that all two way drive aisles for parking lots that provide 90° parking must maintain a minimum width of 24'. The drive aisles in the rear parking lot are proposed at 22' in width. Please clarify if a Variation is being requested.
21. The Engineering plans show that the loading space at the western driveway entrance into the Municipal Campus will be converted to a "right turn only" drive aisle. The plans should be revised to show this loading space will remain unchanged. Additionally, the architectural plans and landscape plans show that the western driveway will be an exit only driveway. All plans should be revised to be consistent and should reflect that the loading space will remain and that western driveway entrance will contain one inbound lane and one outbound lane.
22. Ordinance 05-041 granted a Variation to allow only one loading space and for this loading space to be 10' x 22'. Please confirm that the dimensions of this loading space will remain unchanged.
23. Ordinance 05-041 granted a Variation to allow the western driveway entrance to the Municipal Campus to be 40' in width. It appears that the new driveway entrance in this location will be 41.14', and therefore an amendment to the Variation is needed. Similarly, Ordinance 05-041 granted a Variation to allow the shared Police/Fire driveway entrance to be 68' in width, and it appears that this driveway entrance will be 107' in width and therefore an amendment to this Variation is needed.
24. "Do Not Enter" signage should be added to all one-way drive aisles.

Parking and Traffic:

25. Parking requirements could not be calculated as the sizes of the spaces within the proposed Police Station building have not been provided. Please revise the Architectural floor plans to show the square footage of **all** spaces on **each** floor as shown in the example below:

LEGEND

	CONCOURSE	(Square Footage)
	CIRCULATION	(Square Footage)
	SUPPORT	(Square Footage)
	FORENSICS	(Square Footage)
	EVIDENCE	(Square Footage)
	MULTI PURPOSE	(Square Footage)
	FIREARMS	(Square Footage)

26. The Traffic Study appears to contain an error in the 2014 Municipal Campus Parking Summary Chart and associated text below. Specifically, the chart shows that during peak usage, 133 of the 150 employee parking spaces were occupied. However, the text below states that during peak usage only 114 employee parking spaces were occupied. Please clarify.

Prepared by: 

PLANNING & COMMUNITY DEVELOPMENT DEPARTMENT

7A

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: <u>P.C. 16-024</u>	03-08-350-004,005,013,014,015,016,017
Petitioner: <u>Randy Recklaus</u>	P.I.N.# <u>03-08-105-001/03-08-104-014,015</u>
<u>33 S. Arlington Heights 03-08-105-001/Road</u>	Location: <u>200 East Sigwalt Street</u>
<u>Arlington Heights, IL 60005</u>	Rezoning: <u> </u> Current: <u>P-L</u> Proposed: <u> </u>
Owner: <u>Village of Arlington Heights</u>	Subdivision: <u> </u>
	# of Lots: <u> </u> Current: <u> </u> Proposed: <u> </u>
	PUD: <u>Amendment</u> For: <u>New Police Station</u>
	Special Use: <u> </u> For: <u> </u>
	Land Use Variation: <u> </u> For: <u> </u>
Contact Person: <u>Charles Witherington-Perkins</u>	
Address: <u>33 S. Arlington Heights Road</u>	Land Use: <u> </u> Current: <u> </u>
<u>Arlington Heights, IL 60005</u>	Proposed: <u> </u>
Phone #: <u>847-368-5200</u>	Site Gross Area: <u>4.8 Acres</u>
Fax #: <u>847-368-5988</u>	# of Units Total: <u> </u>
E-Mail: <u>cperkins@vah.com</u>	1BR: <u> </u> 2BR: <u> </u> 3BR: <u> </u> 4BR: <u> </u>

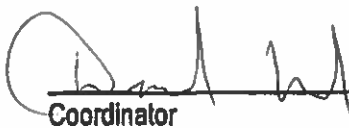
(Petitioner: Please do not write below this line.)

LANDSCAPE & TREE PRESERVATION:

	<u>YES</u>	<u>NO</u>
1. Complies with Tree Preservation Ordinance	<u> </u>	<u>X</u>
2. Complies with Landscape Plan Ordinance	<u> </u>	<u>X</u>
3. Parkway Tree Fee Required (See below.)	<u> </u>	<u>X</u>

Comments:

1. It is recommended that the sidewalk along Sigwalt Street be widened. Provide a minimum of five feet between the tree grate and the planting bed.
2. Provide a 4" caliper shade tree within the center island on the south side near the existing mechanical unit. Per Chapter 28, Section 6.15-1.2, the ends of all parking rows must include a 4" caliper shade tree.
3. Increase the size of the proposed trees to 4" caliper. It is recommended that options be explored to preserve the existing Pear trees along the north property line. Per the exchange rate outlined in Chapter 28, Section 6.15-5.4, 54 - 4" caliper replacement trees are required and 28 trees are proposed.
4. Provide a detail of the proposed garden wall.
5. On the north elevation on the west end provide foundation plantings to help break up/soften the wall.


Coordinator

1/11/17
Date



Village of Arlington Heights

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

Re: Police Station – Response to Department Comments PC 16-024

Dear Sam:

Attached please find the following:

1. Revised plans distributed earlier this week.
2. Justification for known zoning variations.
3. Written response to Department comments reflecting the discussion that occurred at our meeting with Departments on January 19, 2017.
4. Updated Traffic Study.
5. Construction staging plan.

Please let me know if you have any further questions.

Charles Witherington-Perkins
Director of Planning & Community Development

C: Marc Rohde, Legat Architects

Plan Commission Hearing Review Comments- Building Services

200 E. Sigwalt St.

Amendment to PUD Ordinance #78-026

PC#16-024

Round 1

1. Elevator machine rooms are not indicated for either elevator.

We are specifying Machine-room less elevators for the project so there will not be a need for machine rooms.

2. If the electrical service is 800 amps, a separate electrical room/closet is required. The room would be required to have a one hour fire rating or shall be rated equal to the designed structure, but not less than one hour. If the electrical service is 1,200 amps or more, it would require two exits on opposite ends of the room, and panic hardware.

We are aware of this and proper electrical rooms will be provided.

3. Proper working clearances shall be provided in all electrical rooms/closets.

We are aware of this and proper working clearances in all electrical rooms will be provided.

4. Rooms with an occupant load of more than 49 require two exits. Multi-purpose Room/Back-up EOC currently shows one when the partition is closed.

We are aware of this and this will be taken into account as design progresses and we complete a thorough code review.

5. The permit submittal should include the following:

The Construction Manager will be handling all permit submissions.

- a. Statement of Special Inspections, along with a chart of the required special inspections and the frequency of the inspections, as well as the name of the person, firm or agency responsible for performing the inspections. Copies to be provided to the Building Department on a weekly basis.
- b. Structural calculations for all structural components of the building for review by the Structural consultant.

Structural calculations will be provided at the end of design.

- c. Truss drawings, calculations and layout and instructions.

There will be no trusses in the project.

6. Submitted plans shall provide the following:

We will add spaces on the cover sheet for all members of the design team to stamp and sign the drawings.

- a. Design Firm registration numbers for all design firms involved.

We will include space for the Firm's registration number as well.

7. The following items require separate permits:

The Construction Manager will be procuring all permits.

- a. Elevators
 - b. Fire suppression
 - c. Fire Alarm

8. Areas of refuge shall be provided and have two-way communication. (2000 NFPA 101)

All stairs will have areas of refuge and two-way communication.

9. Where common supply and return ducts are shared with multiple air-handling systems with a designed capacity greater than 2,000 CFM, the return air system shall be provided with smoke detectors (IMC 606.2.2).

Our Mechanical Engineering Consultant, 20/10 Engineering, will design the project to all applicable codes and standards.

10. Enclosed parking garage shall have CO detectors, mechanical ventilation and infrared sensors to detect vehicles or occupants (IMC 404.1)

Our Mechanical Engineering Consultant, 20/10 Engineering, will design the project to all applicable codes and standards.

11. Fire separation between the S-2 parking garage and the main building (B use) shall be a minimum of 1-hour floor and wall assemblies. (IBC Table 508.4)

We will address this as we develop the drawings and code review.

12. Garage bridge shall match the construction of the new building.

We will match the construction of the new building. We have not yet fully determined if a bridge is being added, or if the Police Department will access the building from the existing stair.

13. The Application is asking the Building Dept. if the existing building conforms to the Village Building Code. Does this mean the code under which it was built? To what degree of code compliance is this

application concerned with- fire separation distances? Working fire systems? Receptacle polarity? Do we really care about this at all since the building will be demolished completely?

We do not have any concerns with the existing building as it is being completely demolished.

14. The east stair tower appears to be being shown as being removed. Has exiting from the parking structure been recalculated to determine if this will be compliant? Exiting may not enter into the Police Station.

The stair tower at the southeast corner of the parking garage is going to remain in place and serve the public as it has. There will be no exiting into the Police Station.

15. Has the fire separation distance been considered between the new Police Station and the Parking Structure? The Fire Station?

We have not yet undertaken a code review but this will be reviewed.

16. Has the State Energy Code been considered in the design?

The project will be designed to the current Illinois Energy Conservation Code.

17. Has adequate space and exiting been considered for electrical, mechanical, and fire rooms?

We are in Design Development but we are confident there are enough spaces for the above reference rooms.

All comments in red were responded to by Marc Rohde, AIA, LEED AP on January 24, 2017.

A handwritten signature in blue ink, appearing to read 'Marc', with a long horizontal line extending to the right.

Plan Commission Hearing Review Comments- Building Services Fire Safety

200 E. Sigwalt St.

Amendment to PUD Ordinance #78-026

PC#16-024

Round 1

From: D. Lay, Fire Safety Supervisor

Subject: Preliminary Review of New Police Station

On January 6, 2017 Deputy Fire Chiefs B. Lyons, P. Ahlman, Fire Lt. M. Aleckson and I met with Deputy Police Chief N. Pecora to discuss a preliminary review of the proposed Arlington Heights Police Station.

The following is a synopsis of the results of that meeting and the concerns that were noted.

Several concerns were raised about ambulance access into and out of the sally port. We are requesting a drawing showing the ambulance exiting and entering the sally port. A concern was raised about the potential for vision obstruction the ambulance driver may incur when pulling out of the sally port. In addition to exiting the sally port there is a concern about the ambulance having to back into the sally port to service a patient. The ambulance should not be required to turn without additional backing or the need for a three-point-turn.

Mackie Consultants has provided Auto Turn exhibits for all variety of vehicles that would have access to the site. All vehicles are able to circulate with proper turning clearances.

Negotiation of the sally port is one of the most vital concerns raised. It is important the ambulance is able to safely and efficiently back into and pull out of the sally port in order to provide timely EMS service to those in need at this location.

Ambulance can pull in and out of the sally port safely.

There are concerns about the fire ladder truck negotiating the turn from Sigwalt on to the access drive and traveling on the access drive through the parking lot and continuing west from the access drive through the lot where the parking lane intersects or reaches the access road from the west side of the PD building. It is requested that Engineering be aware of this concern so they can verify the travel paths for the FD truck.

Fire ladder truck can navigate the site properly.

It is requested that clarification be provided to indicate exactly where the fire sprinkler pump room will be located and the access that will be provided to the room. The code (NFPA 20, Sec. 4.12.2.1.1)

requires fire pump rooms not directly accessible from the outside to be accessible through an enclosed passageway from an enclosed stairway or exterior exit. The enclosed passageway must be minimum 2-hour fire-resistance rating. Access must be provided and maintained for all fire protection equipment to permit immediate safe operation and maintenance of such equipment. Rooms where fire pumps are located shall be separated from all other areas of the building in accordance with Section 913.2.1 of the International Building Code.

The Water Service Room is anticipated to be located in the basement at the southwest corner. The requirements noted above will be met.

A Knox box (key safe) containing keys to access all areas of the building shall be mounted on the front of the building.

A Knox Box will be mounted to the front of the building.

The Fire Department Connection shall be located on the front of the building, be fully visible and at the main entrance within a maximum travel distance of 100 feet to the nearest fire hydrant.

The Fire Department Connection will be located on the front of the building as noted above.

A fire alarm zoning indicator panel and associated controls or fire alarm control panel (full functioning auxiliary panel) shall be located within the closest proximity to the front main entrance of the building.

A fire alarm panel will be located as noted above.

D.C. Pecora indicated several concerns were addressed during the development of the plans as indicated below. We appreciate the fact that the concerns regarding access of the ambulance and the fire truck were addressed during the development stage; however we would request that our Engineering Dept. confirm access as previously noted.

Comments from D.C. Pecora:

Re: Access to Sally Port. This issue has been addressed through turning radius scenarios in AutoCAD by Mackie Engineering and the proposal to install a warning light ballard activated when a vehicle exits the sally port. The addition of a convex mirror mounted in the area for added visibility is something to consider.

Re: Ladder Truck Access. Mackie Engineering has also conducted AutoCAD exercises with ladder/tower sized trucks. I suggest we supply Mackie with wheelbase and overall dimensions of T1 and reserve T1 so they can more accurately determine if the allocated space is adequate.

Re: Location of Fire Pump Room/ Fire Alarm Panel: Legat Architects and 20/10 Engineering have not produced fine detail drawings of MEP systems. IBC shall provide direction as required features are designed and notated on Construction Drawings.

Re: Knox Box. A Knox Box will be placed.

Re: Location of FDC and Fire Hydrant. A fire hydrant is currently located at the S/E corner of the building adjacent to the Police/Fire driveway.



January 30, 2017

Mr. James Massarelli, PE
Director of Engineering
Village of Arlington Heights
33 South Arlington Heights Road
Arlington Heights, Illinois 60005

**Re: Police Station Redevelopment
Arlington Heights, Illinois
Plan Commission PC #16-024
PUD Amendment to Ord #78-026**

Dear Mr. Massarelli,

Enclosed please find for your review and approval the following revised documents associated with the Police Station Redevelopment in Arlington Heights, Illinois:

1. Three (3) copies of revised Preliminary Engineering Plans, dated January 27, 2017, prepared by Mackie Consultants, LLC;
2. Three (3) copies of revised Preliminary Stormwater Management Calculations, dated January 27, 2017, prepared by Mackie Consultants, LLC.

The enclosed documents have been revised based on your comment letter, received January 12, 2017. We offer the following responses to the civil engineering related comments:

- COMMENT 11:** The petitioner is notified that these comments are being provided to ensure that the project meets the requirements for submittal to the Plan Commission. Approval by the Plan Commission is not an endorsement or approval of these documents to obtain the required building permits, engineering approval, or permits required by other government or permitting agencies for construction. Detailed plan review with associated comments will be provided upon submittal of plans for a building permit. The petitioner shall acknowledge that they accept this understanding.
- RESPONSE 11:** Comment noted.
- COMMENT 12:** The Plan Commission application shows the wrong PIN numbers. The top row of numbers should start with 03-29, not 03-08. The bottom row of numbers should start with 03-32, not 03-08.
- RESPONSE 12:** The Plan Commission Application has been revised to indicate the correct PIN numbers.
- COMMENT 13:** As has been commented upon previously when the Municipal building was presented, Sigwalt Avenue has not been formally dedicated or recorded as a public road. The Plat of Dedication should include applicable portions of Pine Avenue, Belmont Avenue, Burton Place, and Arlington Heights Road.
- RESPONSE 13:** It is understood that portions of Sigwalt Avenue, Davis Street, Pine Avenue, Belmont Avenue, Burton Place, and Arlington Heights Road have not been formally dedicated or recorded as public roads. The scope of the proposed redevelopment currently does not include the

preparation of a Plat of Dedication for the applicable portions of these right-of-ways.

COMMENT 14: Final engineering plans shall be georeferenced by using State Plane Coordinate System – Illinois East. Below are details about projection:

Projected Coordinate System:	NAD_1983_StatePlane_Illinois_East_FIPS_1201_Feet
Projection:	Transverse_Mercator
False_Easting:	984250.00000000
False_Northing:	0.00000000
Central_Meridian:	-88.33333333
Scale_Factor:	0.99997500
Latitude_Of_Origin:	36.66666667
Linear Unit:	Foot_US
Geographic Coordinate System:	GCS_North_American_1983
Datum:	D_North_American_1983
Prime Meridian:	Greenwich
Angular Unit:	Degree

RESPONSE 14: The topographic survey for the subject property has been prepared on the State Plane Coordinate System and shall be georeferenced with the Final Engineering Plans.

COMMENT 15: Final approval will require final engineering plans including detention calculations showing HWL, storage required, storage provided, and restrictor sizing calculations. Any detention storage system located under pavement must be designed to AASHTO HS-25 loading standard. The Village's allowable release rate is 0.18 cfs/Ac. Use C=0.50 for pervious areas, C=0.95 for impervious areas. Use Bulletin 70 rainfall data. Clearly show the overflow route for the site. Minimum restrictor size allowed, for maintenance reasons, is 2". Restrictors between 2" and 4" must be in a trap in a catch basin. Show the location and size of the restrictor. Provide a detail showing the restrictor catch basin.

RESPONSE 15: The Preliminary Stormwater Management Calculations have been revised based on Village criteria. It is understood that Final Engineering documents shall include the HWL, storage required, storage provided, restrictor sizing calculations and details. A release rate of 0.18 cfs/ac, C=0.50 for pervious, C=0.95 for impervious, Bulletin 70 rainfall data, and minimum restrictor size of 2" shall be used in the stormwater management design.

COMMENT 16: According to the preliminary calculations provided, the required volume is 0.48 ac-ft and the restrictor is 3" diameter. However, this differs from the results when the Village's method is applied. Using the given information of impervious area = 1.90 ac and pervious area = 0.10 ac from the preliminary calculations and applying them via the Village's method, the allowable release rate is 0.36 cfs and the required detention volume is 0.70 ac-ft. At the given HWL=676.06 and the orifice invert of 671.30, the restrictor calculates to a 2.5" diameter restrictor. Provide a design and calculations that meet the Village's requirements.

RESPONSE 16: The Preliminary Stormwater Management Calculations have been revised based on Village criteria. Please refer to the revised Preliminary Stormwater Management Calculations, revised Stormwater Detention Summary on the Preliminary Utility Plan (Sheet C-103), and revised Stormwater Detention Vault Cross-Section on the Preliminary Grading Plan (Sheet C-102).

COMMENT 17: Sheet C-102: The detail for Section A-A Stormwater Detention Vault shows a vault interior roof elevation of 678.46, almost 2.5' higher than the proposed HWL. Understanding this is a preliminary design, final design will require detailed volume calculations for a cast-in-place vault design or manufacturer's cut sheets with provided volumes for a pre-cast vault design. Vault plans to be stamped by a Registered Professional Structural Engineer. Loadings from the nearby railroad tracks should be taken into consideration, as determined by the structural engineer.

- RESPONSE 17:** The Preliminary Stormwater Management Calculations have been revised based on Village criteria. Please refer to the revised Stormwater Detention Vault Cross-Section on the Preliminary Grading Plan (Sheet C-102). It is understood that the Final Engineering Plans will require detailed manufacturer's cut sheets with provided volumes for a pre-cast vault design. The vault plans will be stamped by a Registered Professional Structural Engineer and loadings from the nearby railroad tracks will be taken into consideration, as determined by the structural engineer.
- COMMENT 18:** When on-site lighting is proposed, provide a site photometric lighting diagram indicating lighting intensities. Also provide the associated catalog cuts for all roadway, parking lot, and building mounted luminaires. All fixtures must be flat bottom, sharp cut-off, and no wall pack style fixtures will be permitted.
- RESPONSE 18:** A site photometric lighting diagram will be provided with Final Engineering Plan submittal. The design will include catalog cut sheets for all roadway, parking lot, and building mounted luminaires. All fixtures will be flat bottom, sharp cut-off, and no wall pack style fixtures will be permitted.
- COMMENT 19:** The exhibits showing the turning paths of the various vehicles, including the tower truck, are acceptable.
- RESPONSE 19:** Comment noted.
- COMMENT 20:** Plan sheets to be 24"x36" for engineering submittals to the Village and the MWRD.
- RESPONSE 20:** The engineering plan sheets have been revised to 24"x36" for submittals to the Village and MWRD. As discussed with the Village, the 24"x36" plan sheets can be submitted as a separate set or included with the 36" x 48" sheets.
- COMMENT 21:** Sheet C-101: The west driveway shows a through-left lane and a dedicated right turn lane. The traffic report indicates that a single right-thru-left outbound lane will be sufficient, allowing the loading zone to remain. Please show the proper striping/lane usage.
- RESPONSE 21:** Lane symbols and striping have been revised for the west driveway per conversation with the Village and recommendations of the traffic report. The outbound traffic movements have been revised to a single right-left outbound lane. Please refer to the Preliminary Paving Plan (Sheet C-104).
- COMMENT 22:** Sheet C-102: Can the interior floor of the Sally Port be lowered or sloped to reduce or eliminate the proposed exterior driveway modifications at the door? The building's finished floor elevation is shown at 684.20 and the garage floor elevation at the Sally Port door is the same.
- RESPONSE 22:** At the request of the Arlington Heights Police Department, the sally port finish floor elevation has been proposed at the same finish floor elevation of the building interior. This is in an effort to ease the transfer of perpetrator from the sally port into the police station. Per discussion with the Village, the sally port garage floor has been revised to pitch toward the alley to reduce the cross slope of the proposed alley. Alley thru traffic will benefit from the reduced cross slope. Refer to the Preliminary Grading Plan (Sheet C-102).
- COMMENT 23:** Sheet C-102: Clearly show the overflow route for surface water. Ensure via weir calculations that the proposed modifications to the driveway in front of the Sally Port do not impede any overflow.
- RESPONSE 23:** The proposed overflow route for surface water has been added to the Preliminary Engineering Plans with critical cross-section and weir calculations. Please refer to the Preliminary Grading Plan (Sheet C-102) and Preliminary Stormwater Calculations.

- COMMENT 24:** Sheet C-102: Include any PROWAG required sidewalk ramp modifications to locations along the south side of Sigwalt Street.
- RESPONSE 24:** Per discussions with the Village, accessible ramp improvements have been included for the south side of Sigwalt Street with removal & replacement of sidewalk in order to meeting Illinois Accessible Code standards. Please refer to the Proposed Grading Plan (Sheet C-102).
- COMMENT 25:** Sheet C-103: Clearly label every storm sewer run to be abandoned as removal or abandon in place with 2' plugs of non-shrink grout, as required by the MWRD. Show all existing building service lines to be re-used or retired at the main. Incorporate access points to the vault for maintenance activities.
- RESPONSE 25:** The Final Engineering Plans will include an Existing Conditions and Demolition Plan. This plan will identify all existing structures, hardscape and utilities (including storm sewers) to be removed or abandoned with specifications and details as necessary.
- COMMENT 26:** Sheet C-103: Due to the proposed utilities through the west driveway, provide a detour route for Village Hall traffic while this driveway area is under construction. If the driveway is to remain open during construction, provide a plan and schedule.
- RESPONSE 26:** A Construction Staging Plan will be provided for the proposed development. This will include any necessary detour plans due to construction activity including work within the west driveway.
- COMMENT 27:** Sheet C-104: Heavy duty asphalt pavement section to consist of: 2" Surface, 2-1/4" N-50 Binder, 5" N-30 Binder, and 4" CA-6 Stone Subbase.
- RESPONSE 27:** The Heavy Duty asphalt pavement section has been revised to match the above specifications. Please refer to the Preliminary Paving Plan (Sheet C-104).
- COMMENT 28:** Sheet C-104: Based on the pavement widths and the arrows, it appears the drive aisles at the northwest corner of the new building are one-way away from the building. Please confirm this and include the appropriate signage and pavement striping on the final design.
- RESPONSE 28:** The proposed traffic circulation for the development is such that vehicle movements will be one-way from the proposed parking garage to the north and west. Proposed signage and pavement striping has been included on the plan. Please refer to the Preliminary Paving Plan (Sheet C-104).
- COMMENT 29:** Sheet C-104: Show any additional pavement cuts on Sigwalt Street as a result of retiring any existing service lines.
- RESPONSE 29:** The Final Engineering Plans will include an Existing Conditions and Demolition Plan. This plan will identify all pavement cuts necessary for utility demolition.
- COMMENT 30:** Is the sidewalk along the west side of the new building to be concrete or is the paver walk to match the rest of the construction in the right-of-way an option?
- RESPONSE 30:** The sidewalk along the west side of the new building is to be concrete with a paver walk along the south side of the building and adjacent to the front entrance at the SW corner of the building. Refer to the Preliminary Paving Plan (Sheet C-104) of the Preliminary Landscape Plan for additional detail.
- COMMENT 31:** For the rear Parking lot the dimensions for the drive aisle width shows only a 22 ft dimension, but it is with 9.5 ft wide parking stalls which geometrically works. Is a variation for this required?
- RESPONSE 31:** The rear parking lot of the existing police station has a drive aisle width of approximately 22-23' and an overall dimension of approximately 58' from back-of-curb to back-of-curb. The proposed rear parking lot will have a 22' drive aisle with an overall dimension of 55' from back-of-curb to

back-of-curb. The parking stalls will provide the required 16' depth from face-of-curb to end-of-stall with a 2' overhang of the curb. It appears the 22' drive aisle is an existing condition for the site.

COMMENT 32: Interior garage dimensions are difficult to discern on the plan provided. Provide clear dimensioning, should be 18' stall depth and 24' drive aisle for 90-degree parking. It is understood 9.5' ft wide parking stalls are being provided at the request of the Village. Provide turning template exhibit showing the proposed design if different than standard design.

RESPONSE 32: The interior dimensions of the proposed parking garage are included with the Architectural Plans. Per discussions with the Village, the 18' stall depth, 9.5' stall width and 24' drive aisle as shown on the architecture meets the Village standards.

COMMENT 33: The reconfiguration of the service road between the municipal building and new police building removes one driving lane. Provide the proposed dimensions between the two buildings. Shifting the outbound shared left/alterd through lane makes the jog to Pine Avenue even more severe, which should be evaluated.

RESPONSE 33: Based on the proposed geometry reconfigurations at the west driveway, the dimension between the existing Municipal Building and the proposed Police Station will be approximately 57-feet. As discussed with the Village, since the reconfigured geometry further misaligns the outbound thru land to Pine Avenue, the outbound lane has been striped with a right-turn only and left-turn only arrow to assist in identifying the traffic movements to exit the west drive aisle to Pine Avenue. Refer to the Preliminary Overall Site Plan (Sheet C-101).

COMMENT 34: The position of the southwest corner of the new police building in relationship to the stopping point for traffic exiting the relocated driveway seems to have sight distance issues. Position of the stop bar and public sidewalk crossing to allow exiting traffic to get as close to Sigwalt as possible.

RESPONSE 34: The public crosswalk and stop bar for the west drive aisle have been moved south to allow outbound traffic to stop closer to the apparent Sigwalt right-of-way. This relocation was reviewed with a 12'x12' sight triangle as suggested by the Village. Refer to the Preliminary Paving Plan (Sheet C-104).

COMMENT 35: There are no depressed ADA truncated dome sidewalks shown for either side of the sidewalk crossing from the municipal building to the east curb to the new sidewalk. This sidewalk used to go past and around the southeast corner of the garage structure and access the door to the staircase on the east face of the stairwell. Is this doorway to be abandoned? How will the existing east side passage door of the parking garage stairwell at the southeast corner of the garage structure be accessed?

RESPONSE 35: Depressed curb ramps and ADA truncated dome sidewalks have been incorporated into the design to maintain a sidewalk crossing between the municipal building and the proposed walk adjacent to the Police Station. Access to the west side of the existing parking garage stair tower will be maintained and has been connected to the proposed sidewalk adjacent to the Police Station. Refer to the Preliminary Paving Plan (Sheet C-104).

COMMENT 36: There are no ADA curb depressions at the crossing of the service drive at the northwest corner of the new police building towards the north surface parking lot.

RESPONSE 36: Depressed ADA curb ramps have been added for the sidewalk at the northwest corner of the proposed building for access from the rear parking lot to the Police Station. Refer to the Preliminary Paving Plan (Sheet C-104).

COMMENT 37: What are the areas between the west face of the new police building and the large sidewalk area underneath the parking garage being developed as, and what is the fenced indications for?

- RESPONSE 37:** The sidewalk geometry at the northwest corner of the building (underneath the existing parking garage) has been revised to limit pavement, avoid conflicts with existing structures and provide direction to access the building. Refer to the Preliminary Paving Plan (Sheet C-104). The fence and/or wall have been shown to delineate a separation between the public and employee entrance to the building. This geometry will be refined as the design develops toward Final Engineering Plans.
- COMMENT 38:** Since the drive aisle between the two utility pads storing the generators and chillers is only 19.5 ft B-B and marked one way northbound, this north parking lot only has its main access coming from and going towards the northeast corner of the new building. The note allowing a reduction of this pavement to 20 ft. E-E around this curve that will have sight distance blocked by the building is a concern, and should not be reduced.
- RESPONSE 38:** The note indicating the drive aisle pavement width at the northeast corner of the building can be reduced to 20-foot E-E has been removed from the plans. It is understood that this is the only ingress and main egress to the rear parking lot and should remain at the wider pavement width.
- COMMENT 39:** There are no provisions for pedestrian access along the driveway between the new Police and existing Fire buildings.
- RESPONSE 39:** Correct. There are no provisions for pedestrian access along the driveway between the proposed Police Station and existing Fire Station.
- COMMENT 40:** New 8 inch watermain location is shown right next to or under a parking garage structural column.
- RESPONSE 40:** The proposed water service within the west driveway has been relocated to eliminate conflicts with the existing parking garage columns. This water service location will be refined and may be relocated further as the design develops toward Final Engineering Plans.
- COMMENT 41:** The concrete sidewalk pad west of the west face of the new police building is back pitching water back into the building. There are 3 different proposals for the design of this area between the Architectural/Engineering and the sketches in the traffic report about this sidewalk area layout. Please coordinate a single plan.
- RESPONSE 41:** The proposed hardscape geometrics at the northwest corner of the building have been coordinated between the engineering, landscaping and architectural plans. In order to assist with stormwater drainage from this area, a yard drain inlet has been added in the green space between the building and the proposed sidewalk. Refer to the Preliminary Paving Plan (Sheet C-104).
- COMMENT 42:** The commentary in the traffic report related to pedestrian and customer movements from level one of the parking garage towards the municipal and police buildings and between these two buildings is not clearly understood. Is the current marked mid-block crosswalk from the door exiting the N.E. corner of the municipal building being abandoned? It is disagreed that focus of pedestrian activities is consolidated by providing a sidewalk on the east side of the service driveway. Providing this sidewalk along the entire length of this curb invites random access by pedestrians, instead of focused direction to an identified point of crossing that can be striped and signed for pedestrian safety, and notification to drivers. This issue is especially relevant for seeing pedestrians moving under the parking garage on particularly sunny days, when the lighting contrast results in temporary glare and sun blindness entering under the structure. It is suggested that pedestrian crossing across the pavement before entering the garage to remain, and to better define pedestrian access on the first level of the garage, to the N.E. corner of the municipal building, & over to the police station.
- RESPONSE 42:** The mid-block crosswalk between the municipal building and the sidewalk adjacent to the Police Station will remain with the proposed development. Depressed curb ramps and ADA truncated dome sidewalks have been incorporated into the design to maintain the existing crossing

location. Refer to the Preliminary Paving Plan (Sheet C-104).

- COMMENT 43:** There are several confusing representations in the diagrams in the traffic report. Attachment #2, shows all lanes as outbound, inbound lane shown as outbound left, with stop bar across this lane, sidewalk pattern different from traffic report sketches and Architect/Engineering plans; Attachment #3 Proposed Driveway Alignment shows the sidewalk alignment consistent with the traffic report sketch, but there is a 2ftX2ft garage structure column in the center of this walk, and again the striping for the two lanes at Sigwalt show stop bars across the inbound lane.
- RESPONSE 43:** The traffic study has been revised for coordination with the latest site plan and removal of confusing representations. Please refer to the revised Traffic Study.
- COMMENT 44:** As a normal matter of discourse traffic reports usually contain the calculated trip generation values for the properties based upon the ITE land use classification for the building uses. While actual traffic count data has been supplied, identification of peak hours was based upon the site peak, rather than the traffic generated at the roadway peak hour. The proposed site, based upon the upgraded square footage of the new building, (which didn't identify the old verses new building square footage additions), should be calculated and projected.
- RESPONSE 44:** Per conversations with the Village, the existing onsite operations and employees staffed will not change with the renovated Police Station. Therefore the calculated trip generations would not be affected by the proposed ITE land use or additional building square footage.
- COMMENT 45:** For reference in the traffic reports, shouldn't the Code required site parking, based upon the three building's square footages be calculated and provided for reference to verify if any variations for code required parking are necessary?
- RESPONSE 45:** Site parking requirements will be analyzed with the final building square footages and parking stalls provided at the time of Final Engineering. It is understood that code variations may be necessary.
- COMMENT 46:** In the absence of floor plans there is some confusion and inability to evaluate the operation and movement of vehicles out of the first couple of parking stalls in the indoor parking areas, and how the activity in the area of the three garage doors into the evidence garage, and fleet parking garage will operate. Vehicles backing out of the evidence garages are going to be confronted with backing out blind to see traffic exiting the north surface parking lot. Turning templates for access into and exiting the evidence garage needs to be provided.
- RESPONSE 46:** Per discussions with the Village, it has been suggested that a bollard with a flashing light be incorporated into the design at the northeast corner of the building to alert incoming and outgoing traffic that vehicular movement is occurring at the evidence garage or parking garage. This will assist in preventing accidents from vehicles backing out of the evidence garage and/or parking garage into the path of traffic.
- COMMENT 47:** Is the Sally Port only for prisoner transfers only, or are emergency vehicles being stored or being discharged from here? The ability to turn right out of this garage for the south most stall is impeded by the building wall, and curb placement which will result in this vehicle swinging way wide into the driveway into oncoming traffic to turn right towards Sigwalt Street. Views for vehicles exiting this garage are blind for seeing traffic coming in off of Sigwalt as well. I'm assuming vehicles will be backing into the parking garage, so all the traffic trying to get to the north surface lot will be encumbered by this operation occasionally.
- RESPONSE 47:** Per the Police Department, the sally port could be used with police vehicles and/or emergency vehicles depending on the situation. Based on this information and a better understanding of how the sally port will function, we have revised the vehicle turning movement exhibits to accommodate entrance and exit from the sally port. It should be noted that the sally port garage door is 24-feet wide and can allow for additional flexibility in vehicular movements.

Mr. James Massarelli
January 30, 2017
Page 8

We request your review and subsequent approval of the enclosed documents. Should you have any questions, please do not hesitate to contact me at 847-696-1400 or kmatray@mackieconsult.com.

Sincerely,



Kevin J. Matray, P.E.
Senior Project Manager

cc: Charles Witherington-Perkins, Village of Arlington Heights
Marc Rohde, Legat Architects

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Plan Commission Hearing Police Station Round 1
Police Department Comment Responses
Charles Witherington-Perkins

The following are responses to the Police Station Round 1 comments:

1. All site lighting will meet current Village code regulations
2. The driveway at the rear of the Police Station has been designed with significant input from the Police Chief, Deputy Chief and other Police department Staff as well as project engineers. The site plan is being designed to allow only Police Department personnel to circulate the rear of the building. With respect to the sally port, the sally port has been designed to allow adequate vehicle movements.



DATE: January 27, 2017

501

TO: Cris Papierniak, Assistant Director of Public Works

FR: Michelle Kelly, Upland Design Ltd.

RE: Police Department Plan Commission

Below are the responses to the landscape review comments from the Village Public Works Department for the AHPD Plan Commission Plans project dated January 19, 2017.

LANDSCAPING

1. The shared police/fire driveway will possibly be exposed to salt from salt trucks clearing the drive lanes and parking stalls from snow and ice. Ex. Boxwoods adjacent to the fire station may not thrive there.

Response: The noted boxwoods above have been updated to yews.

2. Please consider shade tolerance for plants being planted on the north side of the building.

Response: More shade tolerant plants have been added to the north side of the building.

3. Public Works is recommending planting trees that are 2.5"-3" in diameter. They will thrive better in these tight locations.

Response: The recommended shade trees have been updated from 2.5" to 3.0" in diameter as requested.

4. The following sections give recommended alternative species selections for each planting location:

Response: All shade trees on site have been revised per the recommended alternative species. The selected trees are identified in red below.

5 Tree Grate Pits located on Davis St.- I think it would look best if all 5 trees were the same or possible alternating using 2 different types of trees that have similar growth patterns.

- Elm- 'Frontier'
- Ginkgo- 'Autumn Gold'
- Japanese lilac- 'Ivory silk'
- Kentucky Coffee tree- 'Espresso'
- Pear- 'Chanticleer'
- Honey locust- 'Impcole'

Tree located along fence by the railroad tracks- I think we need to use all narrow, upright, fruitless if possible trees here. Linden trees drop a lot of “honey dew” which makes them a poor choice to use around cars.

- **Oak-** either **Regal Prince** or **Crimson Spire**. (Regal Prince is a more hardy than the **Crimson Spire**)
- **Elm-** ‘**Emerald Sunshine**’
- **Elm-** ‘**Frontier**’
- **Ginkgo-**either ‘**Autumn Gold**’ or ‘**Princeton Sentry**’
- **Maple-** (Hedge maple) ‘**Campestre**’
- **Hornbeam-** (*Carpinus betulus*)
- **Cornelian cherry**
- **Japanese lilac-** ‘**Ivory silk**’

Parking lot islands west end-Hackberry trees are too large for that site

- **Kentucky Coffee**
- **American hornbeam**
- **Maple-** (Rugged Charm) ‘**tataricum**’
- **Ginkgo-** ‘**Magyar**’
- **Linden-** ‘**Sentry**’

Parking lot islands by building-Swamp White Oak trees are too large for those sites

- **Service berry-** (single stem and if the building is not too tall causing too much shade)
- **Japanese lilac-** ‘**Ivory silk**’
- **Cornelian cherry**
- **Maple-** (Rugged Charm) ‘**tataricum**’
- **American hornbeam**

Southside of parking lot up against the new building-way too small for swamp white oak trees

*Can use any of the trees from the above railroad track sites.

*Height of building will most likely shade this area causing poor growth.

- **Japanese lilac-** ‘**Ivory silk**’

GENERAL COMMENTS

Questions 5-9, by others.

UTILITY

Questions 10-14, by others.

Memorandum

To: Sam Hubbard, Planning and Community Development
From: Cris Papierniak, Assistant Director of Public Works
Date: January 19, 2017
Subject: Police Department Plan Commission

Regarding the AHPD Plan Commission plans, we have the following comments:

LANDSCAPING

1. The shared police/fire driveway will possibly be exposed to salt from salt trucks clearing the drive lanes and parking stalls from snow and ice. Ex. Boxwoods adjacent to the fire station may not thrive there.
2. Please consider shade tolerance for plants being planted on the north side of the building.
3. Public Works is recommending planting trees that are 2.5"-3" in diameter. They will thrive better in these tight locations.
4. The following sections give recommended alternative specie selections for each planting location:

5 Tree Grate Pits located on Davis St.- I think it would look best if all 5 trees were the same or possible alternating using 2 different types of trees that have similar growth patterns.

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Tree located along fence by the railroad tracks- I think we need to use all narrow, upright, fruitless if possible trees here. Linden trees drop a lot of "honey dew" which makes them a poor choice to use around cars.

- Oak- either Regal Prince or Crimson Spire. (Regal Prince is a more hardy than the Crimson Spire)
- Elm- 'Emerald Sunshine'
- Elm- 'Frontier'
- Ginkgo-either 'Autumn Gold' or 'Princeton Sentry'

- Maple- (Hedge maple) 'Campestre'
- Hornbeam- (Carpinus betulus)
- Cornelian cherry
- Japanese lilac- 'Ivory silk'

Parking lot islands west end-Hackberry trees are too large for that site

- Kentucky Coffee
- American hornbeam
- Maple- (Rugged Charm) 'tataricum'
- Ginkgo- 'Magyar'
- Linden- 'Sentry'

Parking lot islands by building-Swamp White Oak trees are too large for those sites

- Service berry- (single stem and if the building is not too tall causing too much shade)
- Japanese lilac- 'Ivory silk'
- Cornelian cherry
- Maple- (Rugged Charm) 'tataricum'
- American hornbeam

Southside of parking lot up against the new building-way too small for swamp white oak trees

*Can use any of the trees from the above railroad track sites.

*Height of building will most likely shade this area causing poor growth.

GENERAL COMMENTS

5. Dumpster is currently used for the Fire Department. The plans show that it will be relocated due to new Police lot configuration. Show the proposed relocation.

The proposed relocation will be shown on the Final Engineering drawings.

6. Existing Street Light system along Sigwalt must remain operational during the construction project.

The Construction Manager will make sure these lights remain operational.

7. Provide truncated domes for sidewalk on existing east side of proposed driveway.

These will be provided and shown on the Final Engineering drawings.

8. Brick paver design shall match Village Hall with appropriate concrete border.

The civil drawings will show the matching design on the Final Engineering drawings.

9. Remove building plan detail from the vehicle turning movement plans.

The civil drawings will remove the building plan interior details.

UTILITY

- 10.** Utility plans do not show existing Chiller lines, Fiber lines and water main correctly on campus.

The civil drawings will be coordinated and updated on the Final Engineering drawings.

- 11.** Install isolation valves (2) on either side of proposed 8" water connection. If this is done after hours, a pressure connection will not be required. The isolation valve on AHFD side will have to be done quickly after hours, then the 8" connection and west 10" isolation valve could be installed.

The civil drawings will be coordinated and updated on the Final Engineering drawings

- 12.** If the existing 8" will not be re-used inside the new building, the 8x6x8 tee will need to be replaced with a 8" x 90 degree bend with a 6" reducer to the existing hydrant.

The civil drawings will be coordinated and updated on the Final Engineering drawings

- 13.** All water main will be zinc coated and poly-wrapped with "V-Bio" wrap supplied by pipe manufacturer.

The civil drawings will be coordinated and updated on the Final Engineering drawings

- 14.** Abandon the existing sanitary service at the main with a clamp.

The civil drawings will be coordinated and updated on the Final Engineering drawings

Plan Review

Address: Village of Arlington Heights Police Station
200 E. Sigwalt Street
Amendments to PUD Ordinance #78-026

P.C. #16-024
Round 1

Submitted to: Sam Hubbard, Planning & Community Development or

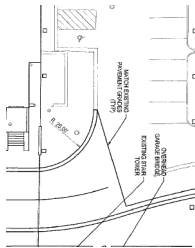
Submitted by: David Robb, Disability Services Coordinator
(847) 368-5793

Date: January 9, 2017

Re: 2010 ADA Standards for Accessible Design and Illinois
Accessibility Code (IAC), Effective April 24, 1997

Sheet L-101

1. Identify the public Accessible Reserved Parking Spaces to serve the New Police Station. IAC Section 400.310(c)(2, 3, and 7) and 2010 ADA Standards Section 208.3.1.



This will be shown on future plans as we progress through the design phases.

2. Identify the accessible pedestrian route(s) with new curb ramp from public Accessible Reserved Parking space(s) to the public entrance(s) of the new Police Station. 2010 ADA Standards Section 206.2.1

This will be shown on future plans as we progress through the design phases.

Sheet C-106

3. All interior-hinged Door Closers shall be adjusted in accordance with ADA Section 404.2.8, 404.2.9, and 404.2.10 to include a maximum opening force of "5 pounds of force" with adjusted "minimum closing speeds per door closing cycle"

This is standard and will be in the hardware specifications.

4. The two doors in series that swing into the kitchenette next to the Conference Room shall have a minimum distance of 48-inches between them, plus the width of each door swinging into the space. See ADA 2010 Standards Section 404.2.6 and Figure 404.2.6(c).

This is already that way on the drawings.



Planning & Community Development Dept. Review

January 12, 2017

REVIEW ROUND 1

Project: 200 E. Sigwalt Street
Police Station Redevelopment

Case Number: PC 16-024

General:

7. For all Variations requested, written responses to the following criteria shall be provided:
- That 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.
 - The plight of the owner is due to unique circumstances.
 - The variation, if granted, will not alter the essential character of the locality.

Please refer to the attached written justification for variations prepared by the Village of Arlington Heights.

8. A Demolition Plan should be provided within the Engineering plan set.

A Demolition Plan will be provided with the Final Engineering set.

9. Please provide a Photometric Plan showing proposed illumination levels. Additionally, cut sheets for all proposed lighting is required.

A Photometric Plan will be provided with the Final Engineering set.

10. Please provide a Development Phasing Plan/Schedule. This schedule shall include the anticipated construction start and completion times for each phase, the anticipated construction sequencing (material delivery schedule, the general construction methodology, construction parking, lane closures including plans illustrating such closures if necessary, etc.).

This will be prepared by the Construction Manager.

Site Plan:

11. Please revise sheet C-101 to indicate the setback distance from the northeast corner of the proposed building to the northern property line.

The distance from the northeast corner of the proposed Police Station building to the northern property line is 30-feet. This dimension has been added to the Preliminary Overall Site Plan (Sheet C-101).

12. The Engineering plans have a note by the utility area that says "Refer to Architectural Plans for Transformer, Chiller, and Generator Details", however, no such details are provided in the Architectural plans. Please provide these details. Additionally, details are needed on the utility enclosure walls (height, materials, gate). Will they be tall enough to screen the utility equipment?

As the project is only partway through the Design Development phase, this work is not yet completed on the Architectural work. All equipment will be completely screened. This will be included on the Construction Documents.

13. The utility area is shown as slightly different shapes on the Engineering Plans and Architectural Plans/Landscape Plans. Please revise plans so that they are consistent.

As the project is only partway through the Design Development phase, this work is not yet completed or coordinated between all A/E disciplines. This area is consistent on all plans. This will be included on the Construction Documents.

14. The paving area on the western side of the building is not consistent among the various plans. The Engineering plans show this area as all concrete, the Architectural Plans show this area as only partially concrete, and the Landscape plans show this area as part concrete, part pavers (a note should be added to indicate that they are in fact pavers), and partly an unknown surface (a note should be added to indicate what this surface is). Please review all plans to ensure consistency among each plan.

Final design is still be worked on. Everything consistent on all plans will be coordinated prior to Final Design documents.

15. The Engineering plans indicate the removal of the existing dumpster enclosure in-between the Police Station and Fire Station. Will a new dumpster enclosure be provided? Where will it be located, what material will the enclosure walls and gates be constructed of, and how tall will the walls be? Please provide these details on the plans.

The dumpster will be relocated east of the Police Station or rear of the Fire Station and will be either a masonry enclosure or a cedar fence type enclosure. Design of the site is still ongoing so location is not established at this time.

16. Please provide details on the proposed fence at the end of the parking area in the northeast corner of the site (height, materials, style of fence).

The proposed fence at the northwest end of the rear parking lot will match the current existing fence. Details of the proposed fence will be provided with the final landscape design.

17. Please provide details on the proposed fence and gate on the western side of the building (height, materials, style of fence). Additionally, it is unclear why a fence is needed in this location. Please clarify.

Alternative designs are currently being considered for the fence/wall/gate at the western side of the proposed Police Station. The purpose of the fence is to create a separation between the public entrance and police entrance to the building. The fence/wall will provide screening/barrier to notify the public that the entrance at the northwest corner of the building is not available to them. Details of the proposed fence will be provided with the final landscape design.

Building:

18. Please revise the elevations to show proposed building heights, including height to peak of roof, height to eaves, and height to midpoint between roof and eaves.

Exterior elevations will have this information included.

Site Circulation:

19. Section 11.2-8 of the Zoning Code requires that all one way drive aisles for parking lots that provide 90° parking must maintain a minimum width of 18'. The exit drive aisle from the Police Station garage appears to be

19.5', however, there are two bollards proposed within the drive aisle, which reduces the width of the drive aisle to approx. 16' in width. Please clarify if a Variation is requested. Similarly, the same is true for the entrance to the garage, which appears to be only approx. 15' in width when factoring in the proposed bollards.

Per discussions with the Village, the required width of the garage door is being reviewed. It is understood that a minimum pavement width is required but the width of the garage door itself does not seem to match this width based on examples within the Village. The geometry will continue to be refined for pavement and bollards with the final design based on guidance from the Village.

20. Section 11.2-8 of the Zoning Code requires that all two way drive aisles for parking lots that provide 90° parking must maintain a minimum width of 24'. The drive aisles in the rear parking lot are proposed at 22' in width. Please clarify if a Variation is being requested.

A variation request is being made for the reduce drive aisle of 22-feet for the rear parking lot. Please refer to the attached written justification for variations prepared by the Village of Arlington Heights.

21. The Engineering plans show that the loading space at the western driveway entrance into the Municipal Campus will be converted to a "right turn only" drive aisle. The plans should be revised to show this loading space will remain unchanged. Additionally, the architectural plans and landscape plans show that the western driveway will be an exit only driveway. All plans should be revised to be consistent and should reflect that the loading space will remain and that western driveway entrance will contain one inbound lane and one outbound lane.

The Preliminary Engineering Plans have been revised based on Village comments to remove the "right turn only" drive aisle and maintain the existing loading space. The proposed striping for the driveway has been revised to indicate the loading space, a single outbound right/left turn lane, and an inbound lane.

22. Ordinance 05-041 granted a Variation to allow only one loading space and for this loading space to be 10' x 22'. Please confirm that the dimensions of this loading space will remain unchanged.

The existing loading space located at the southeast corner of the Municipal building has been maintained at its current geometric configuration. Any proposed pavement improvements for this location will maintain the loading space and its existing dimensions.

23. Ordinance 05-041 granted a Variation to allow the western driveway entrance to the Municipal Campus to be 40' in width. It appears that the new driveway entrance in this location will be 41.14', and therefore an amendment to the Variation is needed. Similarly, Ordinance 05-041 granted a Variation to allow the shared Police/Fire driveway entrance to be 68' in width, and it appears that this driveway entrance will be 107' in width and therefore an amendment to this Variation is needed.

The shared Police/Municipal drive aisle along the west side of the proposed building varies but is 41.14-feet from back-of-curb to back-of-curb at its widest and 27-feet from back-of-curb to back-of-curb at its narrowest.

The shared Police/Fire drive aisle along the east side of the proposed building is 25-feet from back-of-curb to back-of-curb. (The driveway opening is +/- 107')

If necessary, a variation revision will be requested for the proposed driveway adjustments.

24. "Do Not Enter" signage should be added to all one-way drive aisles.

Signage for one-way aisles (including "Do Not Enter" signs) have been added to the Preliminary Paving Plan (Sheet C-104).

Parking and Traffic:

25. Parking requirements could not be calculated as the sizes of the spaces within the proposed Police Station building have not been provided. Please revise the Architectural floor plans to show the square footage of **all** spaces on

each floor as shown in the example below:

The total square footage of the building is consistent and is no greater than 70,000 s.f. As the interiors of the plans are being worked on, as we are in Design Development, there will be some slight modifications so final square footages cannot be provided at this time. We will have this complete by the end of Design Development.

The parking sizes are dimensioned on the floor plans.

LEGEND

	CONCOURSE	(Square Footage)
	CIRCULATION	(Square Footage)
	SUPPORT	(Square Footage)
	FORENSICS	(Square Footage)
	EVIDENCE	(Square Footage)
	MULTI PURPOSE	(Square Footage)
	FIREARMS	(Square Footage)

26. The Traffic Study appears to contain an error in the 2014 Municipal Campus Parking Summary Chart and associated text below. Specifically, the chart shows that during peak usage, 133 of the 150 employee parking spaces were occupied. However, the text below states that during peak usage only 114 employee parking spaces were occupied. Please clarify.

Coordination will occur to revise the Traffic Study to correct the peak parking stall usage information.

Prepared by: 

Plan Commission Hearing Police Station Round 1
Planning & Community Development Landscape Comment Responses
Charles Witherington-Perkins

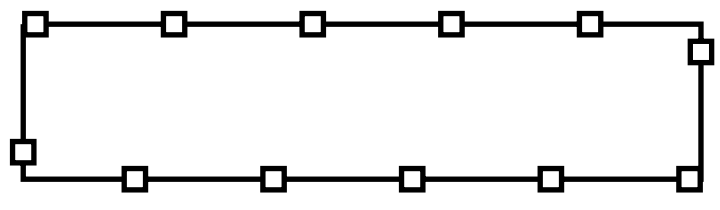
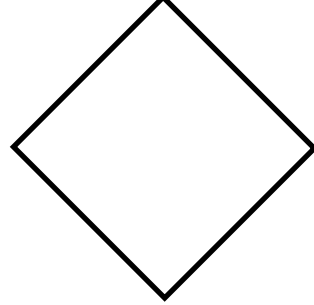
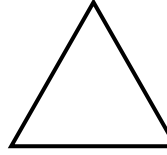
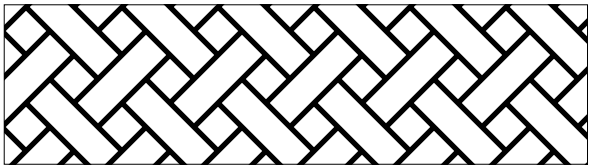
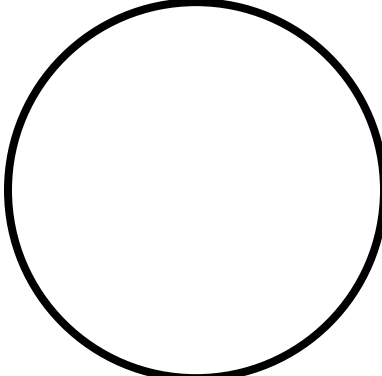
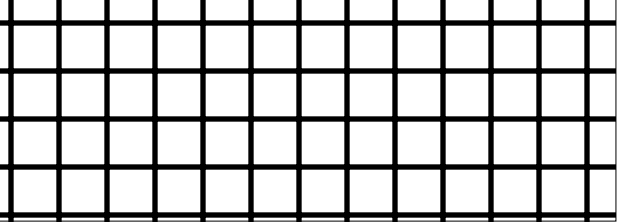
1. The sidewalk has been widened
2. All trees planted within the Police Station private property will meet Village Code 4 inch caliper requirement.
3. Details of the proposed garden wall will be provided.
4. Foundation plantings on the north elevation have been provided.

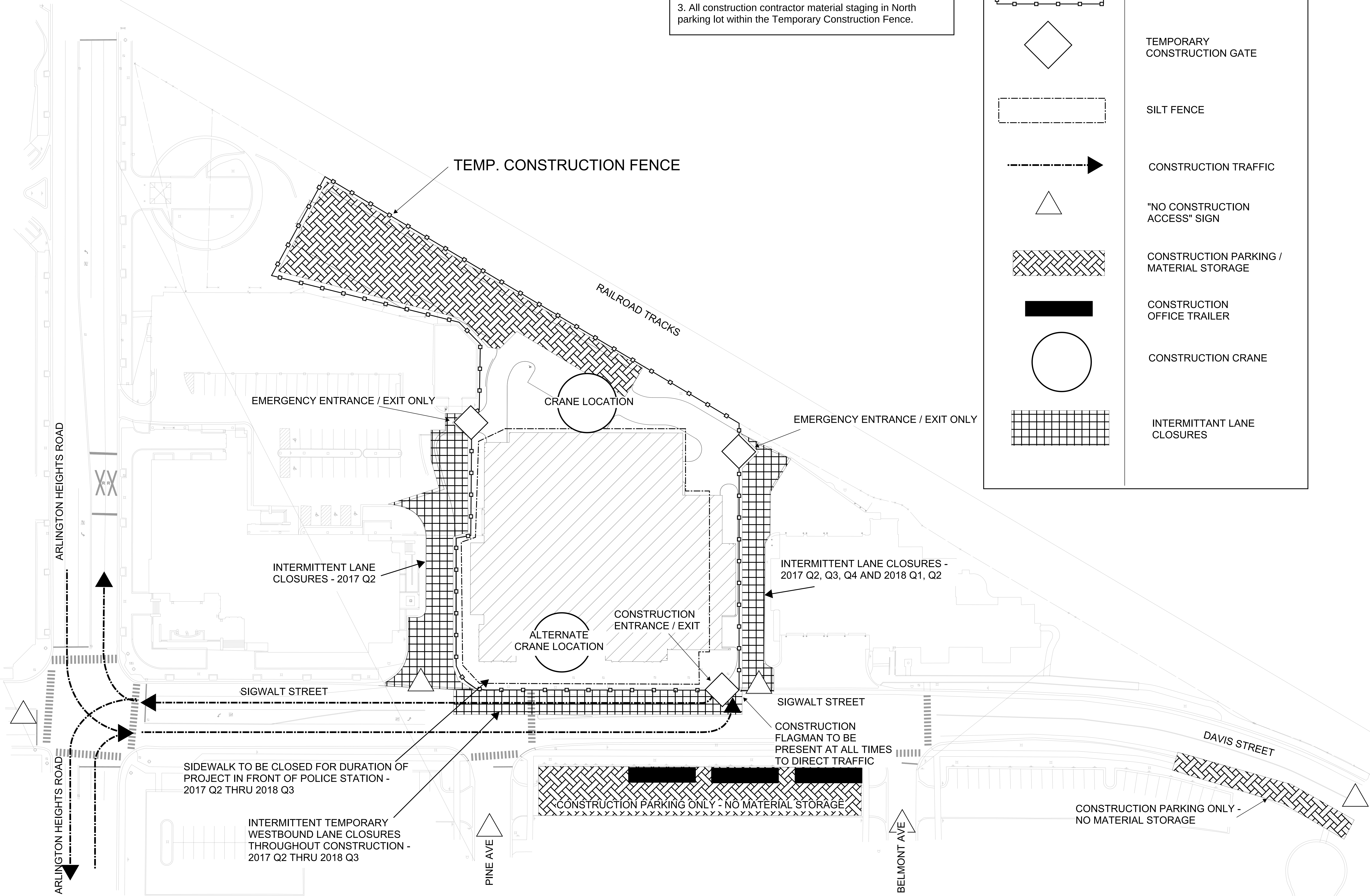
AHPD CONSTRUCTION STAGING PLAN

CONSTRUCTION STAGING GENERAL NOTES

1. All construction work hours are to be from 7am - 6pm (Monday through Friday)
2. All construction traffic access from Arlington Heights Road only.
3. All construction contractor material staging in North parking lot within the Temporary Construction Fence.

CONSTRUCTION STAGING SYMBOL LIST

SYMBOL	DESCRIPTION
	TEMPORARY CONSTRUCTION FENCE
	TEMPORARY CONSTRUCTION GATE
	SILT FENCE
	CONSTRUCTION TRAFFIC
	"NO CONSTRUCTION ACCESS" SIGN
	CONSTRUCTION PARKING / MATERIAL STORAGE
	CONSTRUCTION OFFICE TRAILER
	CONSTRUCTION CRANE
	INTERMITTANT LANE CLOSURES





Village of Arlington Heights Building Services Department

Interoffice Memorandum

To: Sam Hubbard, Development Planner, Planning and Community Development
From: Deb Pierce, Plan Reviewer, Building Services Department
Subject: Arlington Heights Police Department – New Building – Preliminary Review
PC #: PC 16-024 – Round 2
Date: February 6, 2017

Sam:

I have reviewed the submitted documents and have no further comments at this time.

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DEVELOPMENT DEPARTMENT



Village of Arlington Heights, IL
Department of Building Services

Fire Safety Division



Date: 2/9/2017

P.C. Number: 16-024 Round 2

Project Name: Police Department

Project Location: 200 E. Sigwalt St.

Planning Department Contact: Sam Hubbard, Planning and Community Development

Cc: Lt. M. Aleckson, A.H.F.D.

General Comments:

1. The new plan shows a storm water detention vault along the northernmost parking aisle. One of the previous comments was to indicate the ability for the Fire Tower Truck to negotiate the turns and to access the area north of the police building. I could not find where this was addressed in the revised comments.
2. Per the response received, the ability for the truck to negotiate a turn from Sigwalt onto the access drive appears that the truck traveling east on Sigwalt and turning north into the access drive will protrude over the curb on the southwest corner of the fire station. I don't know if this will be a problem. Will there be any shrubbery or high curbs in this location that would keep the truck from negotiating the turn without striking an object?
3. The response received stated they will comply with those concerns raised on our first review without specifically addressing them such as the location of the fire sprinkler room being located in the basement of the building. There are specific requirements for access to be provided to this area that were not shown in the original drawings. Will this result in a potential loss of usable space for police personnel in order to accommodate?

NOTE: THIS REVIEW IS CONCEPTUAL ONLY AND SUBJECT TO DETAILED PLAN REVIEW

Date 2-09-17

Reviewed By: 
Fire Safety Supervisor

Memorandum

To: Sam Hubbard, Planning and Community Development
From: Cris Papierniak, Assistant Director of Public Works 
Date: February 14, 2017
Subject: Police Department Plan Commission

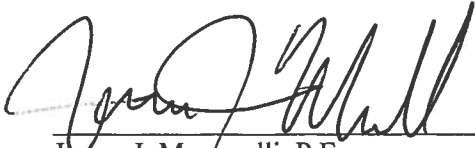
Regarding the AHPD Plan Commission plans, we have the following comments:

1. We are still evaluating the merits of a sub-grade generator and chiller and will provide further commentary on this once the construction team has provided Public Works with additional details.
2. The parking of cars may require triple basins for the sally port and evidence garage.
3. Location of water connection and meter room has not been finalized.
4. Location and size of IT room has not been finalized.
5. How will pit or sub grade area for chiller and generator be protected from leaf and debris buildup that would affect blocking of coils of chiller and generator radiator?
6. Need to provide location for air intake and exhaust for boiler combustion/ignition for both Building and Fire range.
7. Location of Fire Station #1 and Police Station transformers have not been finalized.
8. Location of relocated Fire Station #1 garbage corral has not been finalized.

CC: Scott T. Shirley, Director of Public Works
Jeff Musinski, Utilities Superintendent
Dave Van Ryn, Building Maintenance Foreman

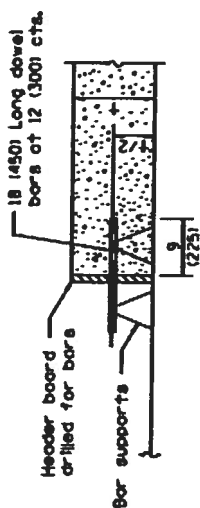
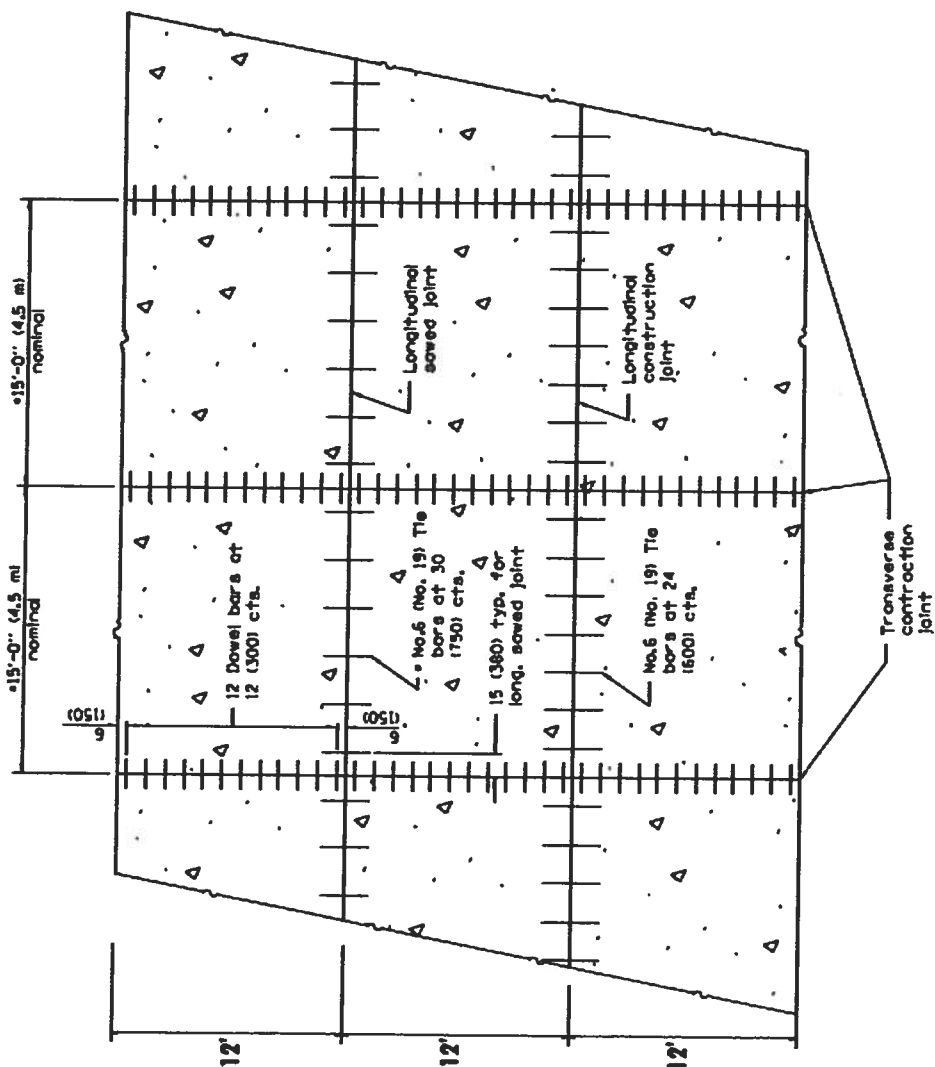
PLAN COMMISSION PC #16-024
Police Station Redevelopment
200 E. Sigwalt St.
PUD Amendment to Ord #78-026
Round 2

48. The responses made by the petitioner to comments #11-15, 17-22, 24-26, 28-35, 37-42, 44, 46 & 47 are acceptable.
49. The response made by the petitioner to comment #16 is noted. The revised Preliminary Stormwater Management Calculations show a required volume of 0.69 ac-ft, which is verified by calculations by the Village. The actual provided volume shall be calculated for the Final Stormwater Management Report and must be based on the dimensions of the actual proposed detention facility. Restrictor diameter of 2.25" is also verified by Village calculations. This restrictor must be trapped. A detail for the outlet control structure shall be included in the final engineering drawings.
50. The response made by the petitioner to comment #23 is noted. The revised Preliminary Stormwater Management Calculations do not address this comment. The overflow elevation of 682.60 shown on Section B-B on Sheet C-102 is higher than the matching pavement elevations for the existing fire station back driveway. Show the finished floor elevation of the fire station to verify that the overflow does not enter the fire station. The 682.60 overflow elevation is for the pavement. The water would have to build up even higher to flow over this elevation. Depending on area elevations, the overflow may actually be directed toward the railroad ROW and along the north side of the fire station. Need to verify. Note: Isn't TR-20 meant to be used for watershed areas, not small developments of a couple acres?
51. The response made by the petitioner to comment #27 is noted. Sheet C-104: The PCC pavement section shall match the recently completed Fire Station 4 concrete driveway pavement section: 10" PCC Concrete, 4" CA-6 Stone Subbase, transverse 1-1/2" dowel bars, longitudinal #6 tie bars. See attached detail.
52. The response made by the petitioner to comment #36 is noted. The response says, "Depressed ADA curb ramps have been added...", but being only for Police personnel, will they need to be ADA compliant with detectable panels? An additional depressed curb ramp should be added at the north end of the new public walkway along the west side of the police building as a convenience for people parking in the northern parking aisle, but it should not need detectable panels, since it is not the designated ADA route.
53. The response made by the petitioner to comment #43 is noted. A revised Traffic Study was not included in this submittal. Comment still stands.
54. The response made by the petitioner to comment #45 is noted. A revised Traffic Study was not included in this submittal. Comment still stands.

 2/8/17
James J. Massarelli, P.E. Date
Director of Engineering

Attachment:
PCC Pavement detail

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DEVELOPMENT DEPARTMENT



TRANSVERSE CONSTRUCTION JOINT

DOWEL BAR DIAMETER: 1 1/2"

GENERAL NOTES

See Standard 420001 for details of joints not shown.

All dimensions are in inches (millimeters) unless otherwise shown.

ALTERNATE "B" FIRE STATION PCC PAVEMENT, 10" SPECIAL DETAIL



Arlington Heights Fire Department Plan Review Sheet

P. C. Number 16-024

Project Name

Police Station

Project Location

200 E. Sigwalt Street

Planning Department Contact Sam Hubbard

General Comments

Round 2

No Comments at this time from the Fire Department.

**NOTE: PLAN IS CONCEPTUAL ONLY
SUBJECT TO DETAILED PLAN REVIEW**

Date Feb. 9, 2017

Reviewed By: LT. Mark Aleckson

Arlington Heights Fire Department

ARLINGTON HEIGHTS POLICE DEPARTMENT

Community Services Bureau

DEPARTMENT PLAN REVIEW SUMMARY

AHPD – 200 E. Sigwalt Ave.

PC#16-024

Round 2

Round 2 Review Comments

02/10/2017

1. Character of use:

Nothing further.

2. Are lighting requirements adequate?

Nothing further.

3. Present traffic problems?

Nothing further.

4. Traffic accidents at particular location?

This is not a problem area in relation to traffic accidents.

5. Traffic problems that may be created by the development.

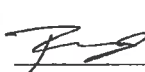
There may not be enough room to navigate the narrow driveway at the rear of the building on the east side. Vehicles exiting the sally port will have to contend with two way traffic. East side driveway could be a one way entrance to reduce chances of accidents. It is recommended that vehicles back into sally port to increase visibility upon exiting.

6. General comments:

-Recommended to remove benches from in front of the police station- the presence of benches may encourage loitering, and is a potential security risk considering the times. Anyone sitting on the west benches can have a view into the training room windows, or a view of the second floor windows from any bench.

-The benches in the front of the police station should have a divider bar positioned in the middle similar to the benches in downtown Arlington Heights that have the divider bar installed

-The garbage can immediately outside the police doors poses a potential hazard/threat. Anyone can deposit any object into the can. There are Department of Homeland security compliant trash cans available that have a very high heat resistant, are clear (so law enforcement can see the contents) and/or bomb resistant.

 #272

Brandi Romag, Crime Prevention Officer
Community Services Bureau



**Village of Arlington Heights
Health & Human Services Department**

Memorandum

To: Sam Hubbard, Development Planner

From: Sean Freres, Environmental Health Officer

A handwritten signature in black ink, appearing to be "SF", located to the right of the "From:" line.

Date: February 3, 2017

Re: 200 E. Sigwalt- PC# 16-024 Round 2

The Health Department has no comments at this time.

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FEB 03 2017
PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

Planning & Community Development Dept. Review

February 9, 2017



REVIEW ROUND 2

Project: 200 E. Sigwalt Street
Police Station Redevelopment

Case Number: PC 16-024

General:

7. The response to comment #7 is noted. Written justification for Variations has been received. In sum, the following approvals have been requested.
 - Amendment to PUD Ordinance #78-026 and #05-041 to allow construction of an approximately 70,290 square foot Police Station facility.
 - Variation from Section 11.2-8 of Chapter 28 of the Municipal Code to allow a drive aisle width of 22' in the rear police parking area where code requires a 24' wide drive aisle.
 - Variation from Section 6.15-1.2(b) of Chapter 28 of the Municipal Code to waive the requirement for a landscape island in the rear police parking area where code requires a landscape island within a row of 20 or more parking spaces.
 - Variation from Section 11.4 of Chapter 28 of the Municipal Code to reduce the required parking from 619 parking spaces to 431 parking spaces.
8. The response to comment #8 is acceptable.
9. The response to comment #9 is noted. A code-compliant photometric plan, including all catalog cuts for each fixture, will be required during Final Engineering review.
10. The response to comment #10 is acceptable. The Construction Staging Plan has been received.

Site Plan:

11. The response to comment #11 is noted. However, the dimension has not been added to the plans.
12. The response to comment #12 is noted. All mechanical equipment shall be completely screened and will be verified during Final Engineering.
13. The response to comment #13 is acceptable. The utility area is now consistent on all plans.
14. The response to comment #14 is noted. This area is now shown as consistent on all plans. Final Engineering plans will need to identify what surface this area will be (paving, landscaping, etc.).
15. The response to comment #15 is noted. Final Engineering plans must provide a location for this dumpster enclosure for review and approval by the Village.
16. The response to comment #16 is acceptable. The proposed fence will be identical to the existing fence in this location.

17. The response to comment #17 is noted. The Final Landscape plan shall provide details on the proposed fence to the west of the building.

Building:

18. The response to comment #17 noted. Elevations showing building height have still not yet been provided. The previous comment stands. This information is needed prior to proceeding to the Plan Commission.

Site Circulation:

19. The response to comment #19 is acceptable. The entrances into the parking area are not required to conform to the minimum drive aisle standards and therefore no Variation is needed.
20. The response to comment #20 is acceptable. A drive aisle width Variation has been requested.
21. The response to comment #21 is acceptable. The plans have been revised to show the correct drive aisle configuration for the western entrance to the Municipal Campus.
22. The response to comment #22 is acceptable. The loading space will remain at the current location and size.
23. The response to comment #23 is acceptable. After review, the loading space will not be included in the driveway width calculation of the western entrance, resulting in a total width of approximately 30' at the proposed ROW line. This width conforms to the original Variation of 40'. Furthermore, upon review, the width of the eastern driveway entrance is broken up by the existing landscape island between the eastern driveway and the Fire Station driveway entrance. The resulting Police Station driveway entrance is approximately 35' in width when measured along the proposed ROW line from the back of the western curb to the median of the landscape island. This width conforms to the maximum allowable width of 36'. There is no change proposed to the width of the Fire Station curb cut.
24. The response to comment #24 is acceptable. Do Not enter signage has been added to the plan.

Parking and Traffic:

25. The response to comment #25 is acceptable. The required square footage information has been provided and the required parking has been calculated. A Variation to reduce the parking requirements has been requested.
26. The response to comment #26 is acceptable.

Prepared by:



Village of Arlington Heights Police Station

200 E. Sigwalt Street

PC#16-024

February 10, 2017

- 1) Please note that sheet L202 identifies 3" caliper shade trees and 4" caliper trees are required.



Village of Arlington Heights

33 South Arlington Heights Road
Arlington Heights, Illinois 60005-1499
(847) 368-5000

Website: www.vah.com

February 17, 2017

Sam Hubbard
Village of Arlington Heights
33 S. Arlington Heights Rd.
Arlington Heights, IL 60005

RE: Police Station – Response to Round 2 Comments – PC#16-024

Dear Sam:

The following are responses to Round 2 comments:

Building Department, Fire Department & Health Department

No comment needed.

Fire Safety Division

Deputy Police Chief Nick Pecora and Fire Chief have discussed. The southwest corner of the Fire Station curbing does not change and will match existing. Mackie Consultants, Civil Engineers discussed these items at the all Department meeting on February 1, 2017.

Public Works

These non-zoning final details will be addressed during final building permit plan development.

Engineering

Comments noted and will be included in final engineering. Revised traffic study was submitted and discussed to Engineering Department satisfaction at all Department meeting on February 1, 2017.

Police

Police Chief and Deputy Chief are part of the Design Team developing plans and approve of proposed plan.

Planning & Community Development

Comments noted.

Sincerely,

Charles Witherington-Perkins, AICP
Director of Planning & Community Development

c: Nicholas Pecora, Deputy Chief
Cris Papierniak, Assistant Director Public Works

PLAN COMMISSION PROJECT TIMELINE

Project Name: Arlington Heights Police Station Redevelopment

PC Number: 16-024

Location: 200 E. Sigwalt St.

Requested Action:

- Amendment to PUD Ordinances 05-041 and 78-026
- A Variation from Chapter 28 Section 11.4 to reduce the number of required parking spaces to from 620 to 434 parking spaces for the Municipal Campus.
- A Variation from Chapter 28, Section 11-2-8 Minimum Drive Aisle Width to reduce the drive aisle in the rear parking lot from 24' to 22' for Police vehicle parking.
- A Variation from Chapter 28, Section 6.15-1.2 (b) to waive the requirement for one landscaped island within a row of more than 20 parking spaces in the rear of the Police parking lot.

	Date	# of Business Days
Plat and Sub Committee Meeting	12/14/16	
Awaiting Petitioner PC Application	12/30/16	10
PC Application Submittal Date	12/30/16	-
1 st Round Department Comments	01/12/17	8
Petitioner's Response to 1 st Round Comments	02/01/17	13
2 nd Round Department Comments	02/14/17	9
Petitioner's Response to 2 nd Round Comments	02/17/17	3
PC Hearing	02/22/17	34 days from application date
Village Board	02/20/17	8
Anticipated Village Board Ord. Adoption	03/06/17	10



Item: Ordinance - Special Use Permit Amendment - Elementary School

Department: Planning/Legal

An Ordinance Amending Special Use Permit Ordinance Number 90-082 and Granting Variations from Chapter 28 of the Arlington Heights Municipal Code (Windsor School, 1315 E. Miner Street)

Bid Section

Item:

Bid Opening Date:

Account Numbers:

Total Budget for Specific Item:

Bid Amount:

ATTACHMENTS:

Description	Type
Special Use Permit Amendment - Windsor School	Ordinance

AN ORDINANCE AMENDING SPECIAL USE PERMIT
ORDINANCE NUMBER 90-082 AND GRANTING
VARIATIONS FROM CHAPTER 28 OF THE
ARLINGTON HEIGHTS MUNICIPAL CODE

WHEREAS, the President and Board of Trustees of the Village of Arlington Heights, by Ordinance Number 90-082, granted a special use permit for a school at the property located at 1315 E. Miner Street, Arlington Heights, Illinois; and

WHEREAS, on January 25, 2017 and February 8, 2017, in Petition Number 16-026, the Plan Commission of the Village of Arlington Heights, pursuant to notice, conducted public hearings for an amendment to the special use permit to allow an addition to the existing elementary school along with variations from Chapter 28 of the Arlington Heights Municipal Code; and

WHEREAS, the President and Board of Trustees of the Village of Arlington Heights, having considered the report and recommendation of the Plan Commission hereby find that the proposed changes to the school will be compatible with other uses in the vicinity of the site; and

WHEREAS, the President and Board of Trustees have determined that the amendment of said special use, subject to certain conditions, is in the best interests of the Village of Arlington Heights,

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

SECTION ONE: That the special use permit granted in Ordinance Number 90-082 is hereby amended to allow an addition to the existing elementary school for the property legally described as:

The East half of the Southeast quarter of Section 19, Township 42 North, Range 11, East of the Third Principal Meridian, in Cook County, Illinois.

P.I.N. 03-29-412-015, -016, -042

and commonly described as 1315 East Miner Street, Arlington Heights, Illinois, in substantial conformance with the following plans:

The following plans have been prepared by STR Partners LLC:

Site Plan, dated January 24, 2017, consisting of one sheet;
First Floor Plan, dated January 6, 2017, consisting of one sheet;
Second Floor Plan, dated January 6, 2017, consisting of one sheets;
Building Elevations, dated January 6, 2017, consisting of one sheet ;
Color Rendering, dated January 6, 2017, consisting of one sheet;
Site Plan-Photometric Calculation, dated December 14, 2016 with revisions through February 8, 2017, consisting of sheet PH1.0;

The following plans dated December 14, 2016 with revisions through January 27, 2017 have been prepared by Eriksson Engineering Associates, Ltd.:

Cover Sheet, consisting of sheet C0.0;
Site Work Notes, consisting of sheet C0.2;
Site Demolition Plan, consisting of sheet C1.1;
Site Geometry Plan, consisting of sheet C2.1;
Site Utility Plan, consisting of sheet C3.1;
Grading and Paving Plan, consisting of sheet C4.1;
Enlarged Grading and Paving Plan, consisting of sheet C4.2;
Soil Erosion and Sediment Control Plan, consisting of sheet C5.1;
Operation and Maintenance Plan, consisting of sheet C6.1;
Site Work Details, consisting of sheets C7.1, C7.2 and C7.3;
Autoturn Exhibit – Fire Truck, consisting of sheet CX1.1;
Project Disturbance, consisting of sheet CX2.1;
Drainage Exhibit – Existing Conditions, consisting of sheet CX3.1;
Drainage Exhibit – Proposed Conditions, consisting of sheet CX3.2;
Existing & Proposed Overland Flow Rate, consisting of sheet CX3.3;
Land Bank Parking, consisting of sheet CX4.1;

The following plans dated January 25, 2017, have been prepared by Eriksson Engineering Associates, Ltd.:

Traffic – Proposed Vehicle Stacking, consisting of sheet CSK-2;
Traffic-Windsor School Loading Zones, consisting of CSK-3;

The following plans have been prepared by Eriksson Engineering Associates, Ltd.:

Landscape Plan, dated October 7, 2016 with revisions through February 9, 2017, consisting of sheet L1.1;
Tree Preservation Plan, dated October 7, 2016 with revisions through January 27, 2017, consisting of sheet TP1.1;

copies of which are on file and available for inspection in the Village Clerk's office.

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

1. A variation from Section 5.1-3.6, Required Minimum Yards, to allow a reduction to the required side yard setback from 40 feet to 12.9 feet for the existing building.
2. A variation from Section 5.1-3.8, Maximum Building Lot Coverage, to allow an increase to the maximum allowed impervious surface coverage from 50 percent to 50.3 percent or more, depending on the revised parking lot layout.
3. A variation from Section 11.4-4, Schedule of Parking Requirements-Community Service Uses, to allow a reduction in the required number of parking spaces from 222 parking spaces to 101 parking spaces.

SECTION THREE: That the amendment to the special use permit and variations from Chapter 28 of the Arlington Heights Municipal Code granted by this Ordinance are hereby subject to the following conditions, to which the Petitioner has agreed:

1. The School District shall convert the additional on-site landbanked parking into paved parking spaces, as shown on sheet CX4-1 dated January 27, 2017, prepared by Eriksson Engineering, upon the request of the Village.
2. The School District shall continue to work with the Village and neighbors on addressing any future pick-up and drop-off concerns.
3. The Petitioner shall comply with all Design Commission conditions of approval.
4. The School District shall provide additional side shielding on the parking lot fixtures should it be determined that light spillover has created a nuisance to neighboring residential properties.
5. The Petitioner shall comply with all Federal, State and Village codes, regulations and policies, to which the Petitioner has agreed.

SECTION FOUR: That the Director of Building of the Village of Arlington Heights be and is hereby directed to issue permits, upon proper application and after compliance with all applicable ordinances of the Village of Arlington Heights.

SECTION FIVE: That the remaining provisions in Ordinance Number 90-082 shall remain in full force and effect.

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

AYES:

NAYS:

PASSED AND APPROVED this 6th day of March, 2017.

Village President

ATTEST:

Village Clerk

SPECUSE:Windsor School Amendment