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VILLAGE OF LINCOLNWOOD
PRESIDENT AND BOARD OF TRUSTEES
COMMITTEE OF THE WHOLE MEETING
VILLAGE HALL COUNCIL CHAMBERS
6:15 P.M., JANUARY 3, 2017

AGENDA

I) Call to Order

II) Roll Call

III) Minutes – Committee of the Whole Meeting – December 20, 2016

IV) Regular Business

1) Discussion Concerning Any Questions on Village Board Meeting Agenda Items (6:15 – 6:20 p.m.)

2) Discussion Concerning Video Cameras on Public Property (6:20 – 7:00 p.m.)

3) Status Report from the Economic Development Commission (7:00 – 7:30 p.m.)

V) Public Comment

VI) Adjournment

DATE POSTED: December 30, 2016

VILLAGE OF LINCOLNWOOD
PRESIDENT AND BOARD OF TRUSTEES
COMMITTEE OF THE WHOLE MEETING
VILLAGE HALL COUNCIL CHAMBERS
DECEMBER 20, 2016

DRAFT

Call to Order

President Turry called the Committee of the Whole meeting of the Lincolnwood Board of Trustees to order at 6:15 P.M., Tuesday, December 20, 2016 in the Council Chambers of the Municipal Complex, 6900 North Lincoln Avenue, Village of Lincolnwood, County of Cook and State of Illinois.

Roll Call

On roll call by Village Clerk Beryl Herman the following were:
PRESENT: President Turry, Trustees Bass, Elster, Klatzco, Spino, Patel, Cope (6:25)
ABSENT: None

A quorum was present. Also present: Timothy Wiberg, Village Manager; Ashley Engelmann, Assistant Village Manager; Charles Greenstein, Village Treasurer; Charles Meyer, Assistant to the Village Manager; Andrew Letson, Acting Public Works Director; Robert Merkel, Finance Director; Steven McNellis, Director of Community Development; Police Chief Robert LaMantia.

Approval of Minutes

Minutes of the December 6, 2016 Committee of the Whole meetings were distributed in advance of the meeting and were examined. Trustee Klatzco moved to approve the minutes. Trustee Spino seconded the motion. The motion passed with a Voice Vote.

Regular Business

1. Discussion Concerning Any Questions on Village Board Meeting Agenda Items

There was no discussion.

2. Discussion Concerning the Village Board's 2017-19 Strategic Plan

This item was presented by Rob Oberwise of Executive Partners who provided background information.
The Strategic Plan Report was presented and perused by the Board.

Discussion ensued regarding the Vision Statement and revisions.
There were a number of concerns regarding target dates. Staff will go over these and make recommended changes.

A motion will be made for the item to be removed from the Consent Agenda of the Regular Village Board Meeting and placed under Regular Business.

President Turry thanked Mr. Oberweiss and all who worked on this Strategic Plan.

3. Discussion Concerning Video Cameras on Public Property

This item was presented by Chief LaMantia. The Chief stated he obtained a great deal of information from a book, "Using Public Surveillance Systems for Crime Control and Prevention".

The Chief presented crime statistics from Lincolnwood and some neighboring areas.

He presented justifications, considerations and benefits of cameras in public places, residences, and commercial businesses.

Identified were cameras currently deployed in the Village:
*70 Video Cameras Plus Police Squad Car
*Municipal Campus, Public Works, Pumping Station, School District 74, Lincolnwood Public Library, Lincolnwood Town Center, and in-Car Video Streaming Capability

Due to time constraints it was necessary to end this presentation. More discussion will come at a later date.

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Adjournment

At 7:15 P.M. Trustee Cope moved to adjourn Committee of the Whole, seconded by Trustee Klatzco. The motion passed with a Voice Vote.

Respectfully Submitted,

Beryl Herman
Village Clerk

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MEMORANDUM

TO: President Turry and Members of the Village Board

FROM: Timothy C. Wiberg, Village Manager

DATE: December 30, 2016

SUBJECT: **January 3 Committee of the Whole Meeting**

As a reminder, the Committee of the Whole (COTW) meeting is scheduled for **6:15 p.m.** on Tuesday evening. Dinner will be available beginning at 5:30 p.m. in the Village Hall Board Conference Room. Please find below a summary of the items for discussion:

1) **Discussion Concerning Any Questions on Village Board Meeting Agenda Items (6:15 – 6:20 p.m.)**

The Mayor has requested that time be devoted at each COTW meeting for staff to address any questions the Board may have concerning any item on the Village Board meeting agenda.

2) **Discussion Concerning Video Cameras on Public Property (6:20 – 7:00 p.m.)**

Trustees Cope and Bass requested that staff look into the possibility of installing video cameras throughout the Village as an aide to fight crime. Attached is a memorandum from the Police Chief concerning this matter. This discussion began at the December 20 COTW meeting, and it will be continued on Tuesday evening.

3) **Status Report from the Economic Development Commission (7:00 – 7:30 p.m.)**

Jim Persino, Chair of the Economic Development Commission, will be present to discuss the attached report with the Village Board.

If you should have any questions concerning these matters, please feel free to contact me.

LINCOLNWOOD POLICE DEPARTMENT

INTER-OFFICE MEMO

Robert LaMantia
Chief of Police

To: Timothy C. Wiberg, Village Manager

From: Robert LaMantia, Chief of Police

Date: January 3, 2017

Subject: Review of Video Cameras in Public Places

Overview of Video Cameras in Public Places
In law enforcement, video cameras serve two basic purposes. Video cameras have the potential to serve as a deterrent to crime when strategically placed in densely populated high crime locations. Cameras may also serve as an aid in the investigation of crime. Cameras may also assist the police in identifying when a suspect arrived or departed from the scene of a crime; or potentially provide a description of a suspect vehicle or license plate. The effectiveness of the video camera is affected by the quality of equipment, the amount of staff time available to review data, and the placement of the camera in a targeted area.

Overall Benefits of Cameras in Public Places as Outlined by a Neighboring Community
Recently, The Village of Skokie outlined the following justification for cameras in public places:

- an additional layer of safety and security to any area of deployment during both daytime and night time conditions
- an additional method to investigate incidents that occur in which the suspect's activity and/or travel path is in an area under camera surveillance
- a means to collect additional actionable information when only a partial description of a person or vehicle has been provided by a witness or victim
- a positive response to the community's highly favorable (76%) support of Village investment in cameras in public place (This information stated is located in the Village of Skokie's 2015 National Citizen Survey. Several pertinent pages of the survey are attached.)

The following paragraphs summarize the value of video cameras.

Video Cameras in Residential Homes
The use of video cameras in and around residential homes has the potential to be highly effective in preventing residential burglary. The supplemental protection of a home with a video camera is relatively straight forward. Video cameras may be strategically placed at the entrances to a home where there is potential for an unlawful entry.

The relative straight forward decision making process regarding the placement of the video cameras in residential housing generally make it a cost effective tool to prevent an unlawful entry and may serve as an aid for the police. An additional benefit of using video cameras around the exterior perimeter of a residential home is the possibility of identifying offenders involved in other neighborhood crimes.

Video Cameras in Commercial Businesses
The use of video cameras in and around commercial businesses has the potential to be highly effective in preventing commercial burglary, and theft from the business. The supplemental protection of a commercial business is also straight forward. Video cameras may be strategically placed at the entrances and exits to a business where there is potential for an unlawful entry.

The relatively straight forward decision making process regarding the placement of video cameras in commercial business generally make it a cost effective tool to prevent an unlawful entry and/or theft and may serve as an aid for the police. An additional benefit of using cameras around the exterior perimeter of a commercial business is the possibility of identifying offenders involved in other neighboring businesses.

Video Cameras in Public Places
There are several factors that should be considered in determining the need for cameras in public places. The factors include the location, type of monitoring, community acceptance, costs, and benefits.

<u>Video Camera Location</u>
The factor of location is vitally important. Will the community be able to identify a highly populated area with sufficient crimes against a person to justify the expenses associated with a camera system? Video cameras in public places have been very successful in the downtown areas of large cities such as Baltimore, Chicago and Washing DC. Densely populated areas are a good fit for video cameras in public places. It allows communities the opportunity to choose a location which will likely yield the greatest impact on crime.

<u>Active Monitoring versus Passive Monitoring</u>
Video cameras are resource intensive. This includes staff time, equipment, training, and the on-going transmission, collection and storage of data.

The Village currently has over 70 video cameras, many in public places. The 70 video cameras do not include the Police Department's use of in-car video cameras. All of the

video cameras are passively monitored by the communications operators in the communications center. Passive monitoring means that live video is available for viewing, but observed only when the employee is aware that there is an incident in progress. During the first or second quarter of 2016, emergency police and fire communications will handled by the Village of Skokie. The live video feed will be passively monitored by the Skokie Police Department's on-duty dispatchers.

The Village does not have the staff to actively monitor cameras in public places. Active monitoring is when there are employees assigned 24/7 to watch the video cameras, even if there are no incidents in progress. That means that while cameras do have a deterrent effect by their mere visible presence, and may aid in the investigation of a crime after the fact, they are limited in their benefit value in proactive policing and addressing crimes in progress.

Investigative Aid

Video cameras are a useful tool for law enforcement. However since the Village does not have the staff to actively monitor cameras, staff time must be dedicated after-the-fact, when a crime occurs. If video cameras are not strategically placed in high crime, densely populated areas, staff may spend many hours reviewing video that may not contain evidentiary information. Video camera placement is critical to success. A camera in the wrong place may lead to a false sense of community security, excessive cost, and staff time fishing for evidence which may not exist.

When properly placed, video cameras may provide evidentiary value to aid in an investigation, but expectations should be managed. The quality of video will be impacted by the quality of the equipment, the direction of the camera, darkness, inclement weather (clouds, ice, fog, rain, and snow), and dirt on the dome or lens.

Cameras in public places do not include audio recordings, thereby limiting their usefulness in court.

Community Acceptance

Twenty-five years ago, many people believed video cameras were an invasion of privacy. Today, video cameras are an accepted way of life. Everyone expects to be on camera when entering any retail or commercial establishment. Many Villages and Cities have cameras in public places including train stations, municipal buildings (police, fire, public works, and water, etc.) and parks, etc. The Village of Skokie recently conducted a survey and found that 76% of the population would accept video cameras in public places. It is likely that, if administered properly, the community would accept the use of video cameras in public places. Privacy does not appear to be the concern it once was.

Neighboring Communities

North Shore communities were surveyed regarding their use of video cameras in public places. Eight communities use cameras in public places in a manner similar to the Village of Lincolnwood. Of the eight communities deploying video cameras in public places, seven use them in densely populated or specifically targeted areas such as train stations, water plants, Public Works facilities, Police Stations.

The Village of Winnetka has invested $450,000 in cameras and also uses them to monitor public facilities and public walkways.

The City of Prospect Heights has deployed cameras in a densely populated low income subdivision and found them to be effective in investigating a number of violent crimes including shootings, domestic disturbances, criminal sexual assaults, and the illegal distribution of narcotics.

Staff surveyed neighboring communities and the use of video cameras in public places. The following are the results of the survey:

Bannockburn	None
Deerfield	Train Station
Glencoe	None
Golf	None
Highland Park	Train Station, Water Plant, Police Station
Lake Bluff	None
Lincolnwood	Police Station, Water Plant, Public Works (70 Cameras)
Morton Grove	None
Northbrook	Train Station
Northfield	None
Prospect Heights	Train Station, City Hall, Police Station, Low Income, High Crime Rate Residential Subdivision and a Local McDonalds
Riverwoods	None
Skokie	In the Process of Purchasing a Covert Portable Observation Device Camera System (described below)
Wheeling	In the Process of Researching a Camera System in a Low Income, High Crime Rate Area
Winnetka	Cameras in Parks, Train Station, Bike Paths, Water Plant

A large majority of the video cameras in communities along the North Shore are near police stations, fire stations, public works buildings, water pumping stations, train stations, and densely populated areas such as parks.

Portable Observation Device Video Camera System
The Village of Skokie is planning to implement a Portable Observation Device (POD). POD video cameras are mobile, allowing for law enforcement to change its location as crime or resources dictate. POD video cameras come in both overt and covert types. Overt cameras are large and visible and intended to act as a deterrent to crime. Covert video cameras are small and may be hidden. The Lincolnwood Police Department currently has one covert surveillance camera equipped in a vehicle.

Camera Costs
One nearby neighboring community spent approximately $450,000 on video cameras in public places. The crime rate was relatively low prior to the installation of the video cameras. The primary benefit of the cameras is the perception of safety within the community.

A second nearby neighboring community has had success reducing violent crime in a low income, high crime neighborhood. The cost of the cameras was paid in part through the use of grant funding. Grant funding is available in high crime neighborhoods in communities without the means to pay for the cameras.

A third neighboring community is conducting a pilot study with one POD camera. POD cameras may have as many as four views, providing from 180 up to a 360 degree view. The cost of the pilot study is approximately $16,500. The benefit and/or value to the community will be determined after an evaluation in 2017.

Summary

There are several important factors which should be considered prior to implementing a camera program. The cost of the program is consideration. The Village of Winnetka has spent approximately $450,000 for video cameras for many public areas, and the Village of Skokie is planning to spend an additional $16,500 for a portable system to supplement the current system. Staff time managing the system, responding to court subpoenas and Freedom of Information Act requests is a second consideration. The third and most important consideration is the identification of a densely populated high crime against person area to be surveilled. The information contained in this memorandum was gathered from a Using Public Surveillance Systems for Crime Control and Prevention: A Practical Guide for Law Enforcement and Their Municipal Partners.

The Village's most serious crime problem is residential burglary and they are dispersed throughout the Village. Attached are two GIS Maps showing the location of Burglaries and Burglaries to Motor Vehicle by location for January through November 2016.

The Village of Lincolnwood currently has 70 cameras, many in public places. The Police Department has one covert surveillance vehicle to aid in the investigation of crime.

Staff recommends waiting one year and evaluating the effectiveness of the pilot program referenced above. Staff further recommends the Parks Department evaluate the community interest and need for cameras in public parks, specifically Proesel Park and/or Centennial Park, to serve as a crime deterrent.

<u>Documents Attached</u>

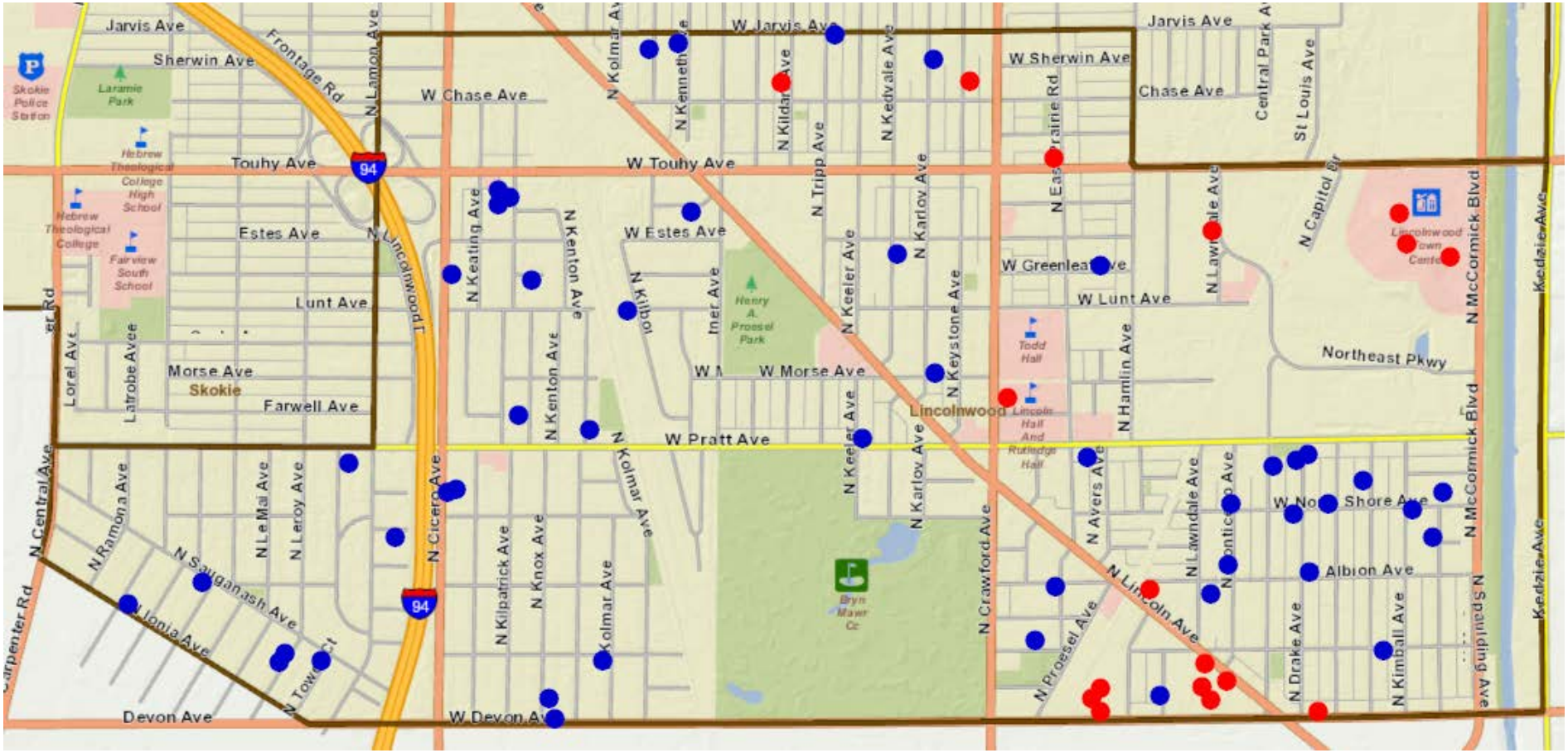
1. GIS Map Showing Overall Burglaries for the first 11 Months of 2016
2. GIS Map Showing Burglary to Motor Vehicles for the first 11 Months of 2016
3. Using Surveillance Systems for Crime Control and Prevention: A Practical Guide for Law Enforcement and Their Municipal Partners
4. 2015 National Citizen Survey for Skokie, Illinois

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Burglaries by Type

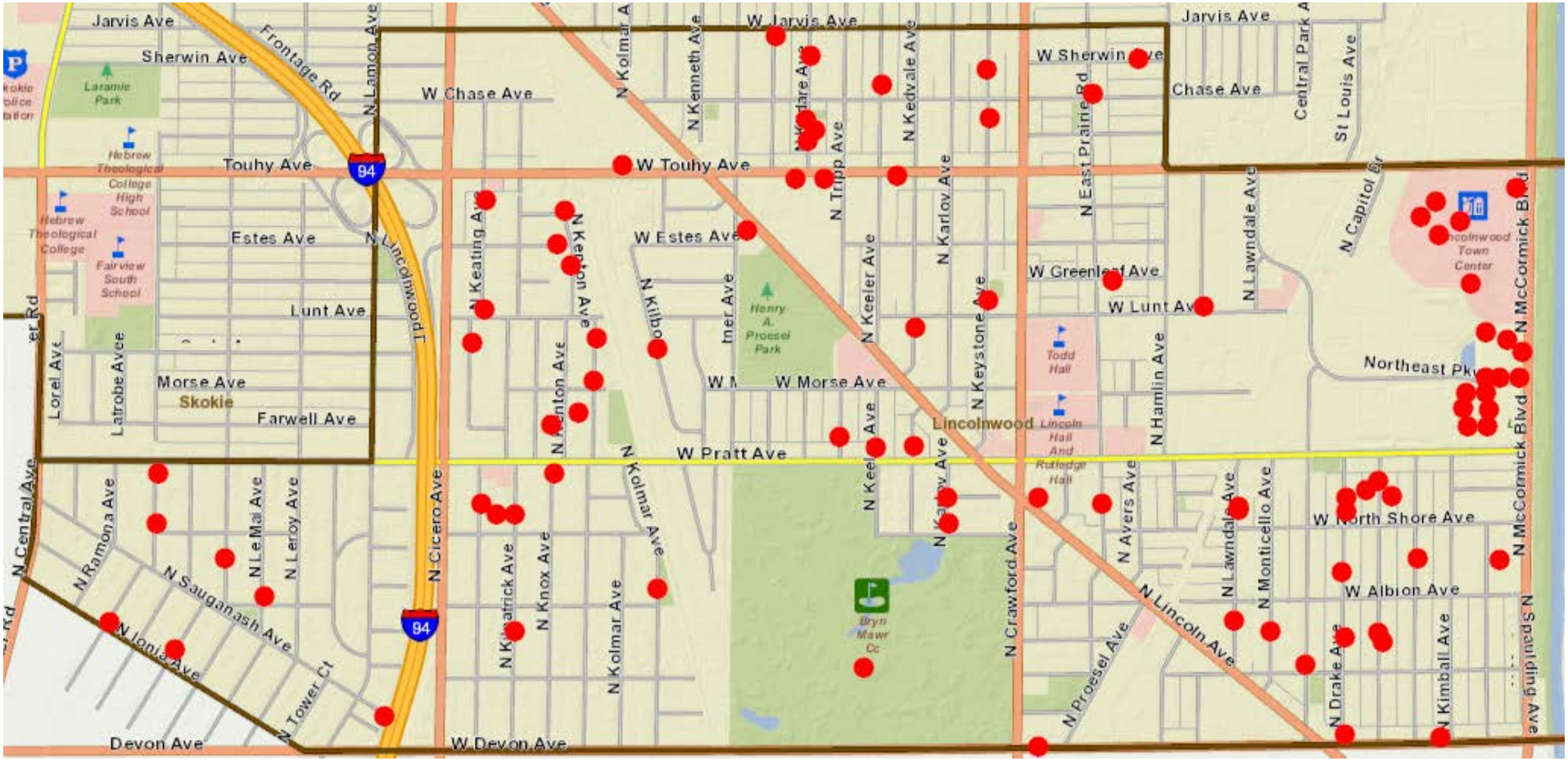
Residential Burglaries

Commercial / Other



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Burglary to Motor Vehicles by Location



GUIDEBOOK SEPTEMBER 2011

Return to COTW Memo



Using Public Surveillance Systems for Crime Control and Prevention:

A Practical Guide for Law Enforcement and Their Municipal Partners



Nancy G. La Vigne
Samantha S. Lowry
Allison M. Dwyer
Joshua A. Markman

URBAN INSTITUTE
Justice Policy Center

COPS
COMMUNITY ORIENTED POLICING SERVICES
U.S. DEPARTMENT OF JUSTICE

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The Internet references cited in this publication were valid as of the date of this publication. Given that URLs and websites are in constant flux, neither the author nor the COPS Office can vouch for their current validity.

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COPS
COMMUNITY ORIENTED POLICING SERVICES
U.S. DEPARTMENT OF JUSTICE

145 N Street, N.E.
Washington, DC 20530
(800) 421-6770
E-mail: askCopsRC@usdoj.gov
http://www.cops.usdoj.gov/

URBAN INSTITUTE
Justice Policy Center

2100 M Street, N.W.
Washington, DC 20037
(202) 833-7200
http://www.urban.org

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The Office of Community Oriented Policing Services (the COPS Office) is the component of the U.S. Department of Justice responsible for advancing the practice of community policing by the nation's state, local, and tribal law enforcement agencies through information and grant resources. The community policing philosophy promotes organizational strategies that support the systematic use of partnerships and problem-solving techniques to proactively address the immediate conditions that give rise to public safety issues such as crime, social disorder, and fear of crime. In its simplest form, community policing is about building relationships and solving problems.

The COPS Office awards grants to state, local, and tribal law enforcement agencies to hire and train community policing professionals, acquire and deploy cutting-edge crime-fighting technologies, and develop and test innovative policing strategies. The COPS Office funding also provides training and technical assistance to community members and local government leaders and all levels of law enforcement.

Since 1994, the COPS Office has invested more than $16 billion to add community policing officers to the nation's streets, enhance crime fighting technology, support crime prevention initiatives, and provide training and technical assistance to help advance community policing. More than 500,000 law enforcement personnel, community members, and government leaders have been trained through COPS Office-funded training organizations.

The COPS Office has produced more than 1,000 information products—and distributed more than 2 million publications—including Problem Oriented Policing Guides, Grant Owners Manuals, fact sheets, best practices, and curricula. And in 2010, the COPS Office participated in 45 law enforcement and public-safety conferences in 25 states in order to maximize the exposure and distribution of these knowledge products. More than 500 of those products, along with other products covering a wide area of community policing topics—from school and campus safety to gang violence—are currently available, at no cost, through its online Resource Information Center at www.cops.usdoj.gov. More than 2 million copies have been downloaded in FY2010 alone. The easy to navigate and up to date website is also the grant application portal, providing access to online application forms.



COPS
COMMUNITY ORIENTED POLICING SERVICES
U.S. DEPARTMENT OF JUSTICE

Dear Colleagues,

Today's technology-driven world is constantly changing, requiring the public safety community to quickly evolve, and endeavor to be ahead of the game. Public surveillance systems—once referred to as closed-circuit televisions—which have previously been utilized only by private businesses, are now expanding to encompass both private and public sector agencies, giving law enforcement agencies a new tool in their public safety toolbox.

In partnership with the Urban Institute, I am pleased to present Using Public Surveillance Systems for Crime Control and Prevention: A Practical Guide for Law Enforcement and Their Municipal Partners—a guidebook based on an in-depth look into public surveillance systems.

This guidebook summarizes lessons learned from an in-depth data collection effort in regards to the use and benefits of public surveillance systems, as well as providing answers to implementing or expanding your own system. The companion technical report, Evaluating the Use of Public Surveillance Cameras for Crime Control and Prevention, provides an extensive qualitative study of three urban cities, Chicago, Illinois, Baltimore, Maryland, and Washington, D.C. These case studies illustrate the pros and cons of utilizing this technology while highlighting the most prominent lessons learned from each of these jurisdictions.

I hope you will find this publication helpful in your local efforts, and we encourage you to share your experiences—both positive and negative—with our office and other law enforcement practitioners.

Sincerely,

Bernard K. Melekian, Director
Office of Community Oriented Policing Servicesx
U.S. Department of Justice

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Acknowledgments

We would like to thank the law enforcement agencies and criminal justice system personnel for providing us with their experiences, advice, and candid thoughts about public surveillance in public places. More specifically, we greatly appreciate the significant contributions from the Metropolitan Police Department, the District of Columbia State's Attorney's Office, the District of Columbia Office of General Counsel, HMS Technologies, Raymond Wickline, Captain Eldridge, and Assistant Chief Burke; the Chicago Police Department, Chicago's Office of Emergency Management and Communications, the Cook County State's Attorney's Office, Chicago's Department of Transportation, Chicago's Aldermen, RMS Technology Solutions, Jim Argiropoulos, Commander Jonathan Lewin, Sergeant Gregory Hoffman, Sergeant Gina Dwyer, Rachel Johnston and Megan Alderden; and the Baltimore Police Department, the Office of the Mayor, the Mayor's Office of Information Technology, the Baltimore City State's Attorney's Office, the Baltimore District Court, the Downtown Partnership of Baltimore, Deputy Commissioner Deborah Owens, Lieutenant Matthew Johnson, Sheryl Goldstein, and Stefan Waters. We greatly appreciate all the support and advice each department has given us throughout this study.

We would also like to thank colleagues of ours from the Urban Institute who assisted with expert advice and editing, Dr. Terence Dunworth and Pamela Lachman. Special thanks go to Keith Atterberry who served as an intern during this project and assisted with data collection. We are particularly appreciative of the input and assistance offered by Chief Tom Nestel, consultant to the Urban Institute on this project. We also thank Sharon Bradford Franklin, Senior Counsel at The Constitution Project, for her thoughtful comments on an earlier draft of this guidebook.

This project would not have been possible without the generous funding from the U.S. Department of Justice Office of Community Oriented Policing Services (the COPS Office) and the Target Corporation as well as suggestions from Deborah Spence, Mora Fiedler, and Nazmia Alqadi of the COPS Office.

Introduction

Municipalities across the country are in a constant search for effective public safety interventions that will curb crime and improve the livability and economic well-being of their communities. This is particularly true among law enforcement agencies that embrace a community policing philosophy, which has become a key component of policing efforts in most mid- and large-sized law enforcement agencies across the United States.[1] While many believe that the adoption of community policing has led to more efficient and effective policing strategies,[2, 3] law enforcement agencies continue to grapple with limited resources and are therefore interested in employing new, cost-effective tools that can enhance their community policing efforts. Among the latest wave of public safety tools is the use of public surveillance systems, often referred to as Closed-Circuit Television (CCTV).[4] While public surveillance systems are widely employed in the business sector to improve security,[5, 6] until recently the use of cameras to monitor public spaces has been much less common in the United States, in part due to concerns about privacy and civil liberties.[7, 8] Community policing, which embodies a combination of proactive crime prevention and community engagement with more traditional policing functions, may benefit from this technology because public surveillance can enhance problem solving strategies, aid in arrests and investigations, and ultimately increase offenders' perceptions that they will be both caught and prosecuted. Public surveillance systems might also yield a secondary impact, serving to increase legitimate users' perceptions of safety and thus their presence in public areas, which in turn may increase guardianship, improve police-community partnerships, and reduce crime.

The potential contributions to policing and public safety of public surveillance systems perhaps explain why their use has expanded in recent years.[9] Unfortunately, these investments of scarce public safety resources are being made in the absence of research documenting the decisions

1 Skogan, Wesley. 2004. "Community Policing: Common Impediments to Success." In Community Policing: The Past, Present, and Future, ed. Lorie Fridell and Mary Ann Wycoff, 159–168. Washington, D.C.: Annie E. Casey Foundation and Police Executive Research Forum.

2 Fridell, Lorie and Mary Ann Wycoff (eds.). 2004. Community Policing: The Past, Present, and Future, Washington, D.C.: Annie E. Casey Foundation and Police Executive Research Forum.

3 Skogan, Wesley. 2006. "The Promise of Community Policing." In Police Innovation: Contrasting Perspectives, ed. David Weisburd and Anthony Braga, 27–44. New York and Cambridge: Cambridge University Press.

4 While CCTV is the most commonly used term for public surveillance systems, it has become antiquated given the introduction of new video recording technologies that are not closed-circuit.

5 Nieto, Marcus. 1997. "Public Video Surveillance: Is it an Effective Crime Prevention Tool?" CRB-97-005. Sacramento, CA: California Research Bureau.

6 National Institute of Justice (NIJ). 2003. "CCTV: Constant Cameras Track Violators." NIJ Journal 249(July): 16–23.

7 Gill, Martin. 2006. "CCTV: Is it Effective?" In The Handbook of Security, ed. Martin Gill, 438-461. New York: Palgrave Macmillan.

8 National Institute of Justice, "CCTV: Constant Cameras Track Violators" (see note 6).

9 Gill, "CCTV: Is it Effective?" (see note 7);
Nestel, Thomas J. III. 2006. "Using Surveillance Camera Systems to Monitor Public Domains: Can Abuse be Prevented?" Monterey, CA: Master's thesis, Naval Postgraduate School.

behind camera investment and use and the lessons learned by cities that have employed this technology.

This guidebook aims to fill that gap, detailing the results of an in-depth qualitative data collection effort to examine and synthesize the experiences of three large urban cities that have invested in public surveillance systems in recent years. It serves as a companion document to an evaluation of the impact of public surveillance cameras in three cities that found that cameras can have a significant and cost-effective impact on crime.[10] While cameras hold promise as an effective crime prevention tool, however, it is important to note that their impact is not a given, and varies considerably based on where cameras are located and the degree to which they are monitored and integrated into other law enforcement activities. This report is therefore designed to guide city administrators, law enforcement agencies, and their municipal partners in making decisions regarding their public surveillance systems in a manner that will yield the greatest intended impact. The guidebook answers many of the important questions that arise when implementing or expanding a public surveillance system. It details the various aspects of a system that are integral in realizing a cost-beneficial impact on crime, including budgetary considerations, camera types and locations, how best to monitor cameras, and the role that video footage plays in investigations and prosecutions. This publication also highlights the most prominent lessons learned in an effort to guide both city administrators and jurisdictions that are currently investing in cameras for public safety purposes, as well as inform those that are contemplating doing so.

FOR MORE INFORMATION ON VIDEO SURVEILLANCE'S IMPACT ON CRIME REDUCTION:

A companion publication to this guidebook, entitled Evaluating the Use of Public Surveillance Cameras for Crime Control and Prevention, presents three case studies of public surveillance camera implementation and use. It details the decisions behind camera investment, implementation, and use and highlights the role that public surveillance systems play in supporting arrests, investigations, and prosecutions. It also presents the results of a quantitative analysis of the impact of public surveillance on crime, possible displacement or diffusion of effects in surrounding areas, and a cost-benefit analysis of camera investment and impact in two jurisdictions.

10 La Vigne, Nancy G., Samantha S. Lowry, Joshua A. Markman, and Allison M. Dwyer. 2011. "Evaluating the Use of Public Surveillance Cameras for Crime Control and Prevention" Washington, D.C.: U.S. Department of Justice Office of Community Oriented Policing Services.

Purpose of this Guidebook

The purpose of this guidebook is to aid municipalities and law enforcement agencies in making informed decisions on the implementation or expansion of a public surveillance system. It is intended to equip city administrators with details regarding the cost considerations behind camera use and the potential benefits of such a system, and provide guidance on how to yield the greatest possible crime prevention and investigative impact.

Drawing from the wisdom and experiences of city administrators, law enforcement agencies, and criminal justice system representatives from the Baltimore Police Department, the Chicago Police Department, the District of Columbia Metropolitan Police Department, and other experts in the field, our research set out to answer the following questions:

- Why do cities choose to invest in public surveillance technology?
- What do they hope to gain from their investment?
- What factors go into decisions about the types of cameras that are purchased and how they are deployed and monitored?
- How is the public involved in decisions to invest in and use public surveillance systems?
- How are cameras used to support real-time arrests, and how are they used for investigative purposes?
- What are the advantages and limitations to using video footage from public surveillance cameras for prosecution and defense purposes?

This guidebook answers these important questions and raises additional questions that are integral in understanding both the mechanics of and critical issues related to how public surveillance is best used for crime prevention and investigation. The guidebook begins by highlighting ten takeaway lessons that are integral in developing a public surveillance system. It then guides readers through the key aspects of planning, emphasizing legal restrictions, and the importance of addressing privacy concerns. Specific attention is paid to explaining the importance of choosing camera locations that will yield the greatest impact on crime. Insight on how best to use public surveillance is provided, with examples of how some law enforcement agencies use it primarily as an investigative tool, while others use it to employ more proactive, real-time monitoring of high crime areas. It then discusses the types of public surveillance systems and what other technologies could be used in conjunction with cameras. In addition, throughout the guidebook the potential costs and benefits associated with a public surveillance system are provided, along with what implementers have found to be the advantages and disadvantages of cameras. Although private video surveillance plays an important role, with footage serving as complementary evidence in investigations by many law enforcement agencies, this guide focuses specifically on public camera use. The guide concludes with a brief technical appendix that features additional sources of information on public surveillance systems for municipalities and law enforcement agencies.

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Defining Public Surveillance

In order to understand the mechanisms by which public surveillance may impact crime and disorder, as well as to examine the relevant information that can help inform future camera investments, it is first necessary to define the various terms that are used to refer to a public surveillance system and the components of such a system. Over the years, surveillance technology has been referred to by a number of names. While closed-circuit television is the most commonly used term for public surveillance systems, it has become antiquated because of the introduction of new video recording technologies that are not closed-circuit. Thus "public surveillance" is the term employed throughout this report.

"Closed-circuit" refers to a network of several cameras that were originally linked through a closed-circuit, with the camera footage leading to a single, centralized television monitor equipped to record the images that were captured. This system was similar to public television, with a camera to receiver-television design, but without the public broadcasting aspect. Advancement in technology has changed many aspects of the original version of a CCTV. The camera footage has remained somewhat "closed" in that it is protected or secured footage, viewable by only those people who have permission to access the feed. The concept of a "circuit" still remains, with a loop of several cameras being used in most jurisdictions and tied to a central location. However, the technology available today now allows for cameras to be fully operated remotely. Many types of cameras can now be implemented into a wireless system, with multiple operators watching the same feed from several locations. Camera systems today are more interactive and computer-based, allowing an operator to pan, tilt, and zoom [11] the camera and change what is being recorded in real-time. Other terms employed to describe these types of public surveillance systems include: Police Observation Device (POD) and Portable Overt Digital Surveillance System (PODS).

The various types of cameras that are employed for public surveillance purposes include overt, semi-covert, and covert cameras, each having its own purpose. Overt cameras are intentionally designed to be visible to the public and for the most part, one can easily detect what is being recorded by the direction of the camera (see example to the right).



Example of Overt Camera

Semi-covert cameras have become increasingly more common. These cameras have a dome-shaped covering that prevents the public from identifying the direction the camera is facing. For crime prevention efforts, this type of camera is more effective for deterrence purposes because

11 Pan, tilt, and zoom (PTZ) refers to the ability of a camera to move along two axes, side-to-side and up and down, to record the areas that are within the cameras turning radius. This mechanism can be controlled by an operator or be programmed to follow a specific pattern of movement, without human interaction and on a regular basis.



Example of Semi-Covert Camera

would-be offenders are unable to determine whether they are being recorded and may therefore refrain from criminal activity due to fear of apprehension.

Covert cameras are typically employed for homeland security purposes. These cameras are hidden for security reasons and used primarily for observation rather than to achieve a deterrent effect. The focus of this guidebook is on overt and semi-covert cameras, although covert cameras are discussed in brief.

The following technologies may complement these camera types: bullet-proof casing that protects the camera itself from being disabled; signage notifying the public that they are under surveillance; audio equipment that enables gunshot detection; motion detectors that sense activity and reorient the camera in the direction of movement; and higher-quality images with capabilities such as color recording and night vision.

As discussed in more detail later in this guide, there are a number of elements to take into consideration when planning and implementing a public surveillance system. The type of camera is key for achieving the desired impact, whether it is strictly for investigative purposes or intended for more proactive prevention purposes.[12] The capabilities of the camera also play a prominent role in camera investment decisions. Cameras that are expected to be actively monitored should have the ability to pan, tilt, and zoom, and the image will need to be of high quality in order for a monitor to discern what is happening. The placement of the camera is another important consideration, with some agencies utilizing a single camera in low crime areas or private spaces and others employing multiple cameras that span an entire neighborhood or crime hot spot. Jurisdictions anticipating the need to employ several departments or operators for surveillance in multiple neighborhoods will likely want to invest in a system of cameras that can be accessed from several locations or via the Internet.

A related placement decision pertains to where cameras are mounted and how footage is recorded, stored, and downloaded. Typically cameras are mounted onto poles or buildings. These mounting surfaces require the proper infrastructure to store video footage and, if desired, transmit footage back to an operator. In some cases, the footage is recorded locally in a box connected to the pole and requires either a technician to periodically download it or hard-wires that connect to a central location for recording. Other designs include wireless devices that send the information via an Internet Protocol (IP)-based platform.

12 There are two basic monitoring approaches cities employ in their camera systems. Some "passively monitor" their cameras, meaning they review historical footage from one or more cameras in the area of a recent incident to determine whether the footage offers any investigatory leads. Alternatively, cities may choose to "actively monitor" their cameras. In this case individuals, usually current or former officers, proactively view what cameras are recording in real-time, and are able to manipulate the camera's movements.

In summary, when determining whether and how to implement a public surveillance system, a number of factors merit consideration. Cameras have been installed for the stated purposes of crime prevention and deterrence, as an investigative tool, in emergency response situations, as an eyewitness in investigations and prosecutions, and as a virtual guard or security system. This guide is designed to walk readers through each type of camera system use, detailing the decision-making processes underlying these uses and answering many of the questions that typically arise along the way.

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TOP 10 LESSONS FOR PUBLIC SURVEILLANCE USE

1. Assess your needs and budget before investing
2. Plan ahead for maintenance, infrastructure, and other ongoing costs
3. Plan camera locations to maximize the view-shed
4. Consider integration with other technology
5. Balance privacy protection with system utility
6. Weigh the costs and benefits to using active monitoring
7. Integrate camera systems with existing practices and procedures
8. Set and manage realistic expectations for video footage quality
9. Use surveillance systems to complement, not replace, routine policing, investigations, and legal proceedings
10. Incorporate video evidence with witness testimony in court

Chapter 1.
What are the "Top 10" takeaway lessons for public surveillance?

When considering installing a public surveillance system, stakeholders must keep many issues in mind. Implementing a new system is a significant undertaking, and requires city administrators and jurisdictions to confront both financial and political challenges. Careful planning, integration, and innovation can help both law enforcement agencies and their municipal partners successfully navigate these challenges in order to implement and employ a public surveillance system. Several cities with existing surveillance systems have generated lessons that can pave the way for jurisdictions contemplating such an investment, providing constructive guidance on both best practices and potential pitfalls. This chapter details the top 10 takeaway points from the cities of Baltimore, Chicago, and Washington, D.C. In each lesson below, the text box indicates which guidebook chapter the reader can refer to in order to learn more about the topic addressed.

LESSON 1.
ASSESS YOUR NEEDS AND BUDGET BEFORE INVESTING.

For more information, refer to the following chapters:
- Chapter 2, Planning
- Chapter 4, Camera Systems
- Chapter 8, Investigations
- Chapter 9, Use in Trials

Installing a public surveillance system is a resource-intensive endeavor, requiring a substantial time and labor investment in addition to equipment costs. Stakeholders in cities that have

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installed such systems caution that jurisdictions should invest from the start in the highest quality cameras and networks. While it may be tempting to purchase less expensive equipment, keep in mind that the usefulness of the system for investigations and trials depends on the quality of the images captured. A lower quality camera, for example, may be unable to produce images with identifiable faces during darkness or inclement weather.

Carefully assessing the needs of your jurisdiction and the budget available for camera installation can inform the decision on the proper level of technology. Many options for surveillance systems are available, and determining the option that is most appropriate for a given jurisdiction will depend on the location of cameras, their intended purpose, and the available budget. As detailed in chapter 4, cameras can be stationary or moving, networked or stand-alone, and have varying levels of visibility, signage, and protection. Typically, jurisdictions are able to blend technology, enabling it to be tailored to specific locations within the system. While most jurisdictions opt for a wireless network with PTZ cameras that are hardened (physically protected, i.e., using a bullet-resistant casing that encloses the camera), have lights and signs, and are more overt, a system of this type will be less helpful for undercover operations. Jurisdictions should clarify the purpose and intended use of a proposed system and their available budget in order to determine the best system to fulfill their needs.

LESSON 2.
PLAN AHEAD FOR MAINTENANCE, INFRASTRUCTURE, AND OTHER ONGOING COSTS.

For more information, refer to the following chapters:
- Chapter 2, Planning
- Chapter 7, Monitoring

Initial equipment costs are only a small part of the budget required for a fully functional surveillance system. It is important for jurisdictions to plan ahead for ongoing costs associated with using and maintaining an effective system. The value of a surveillance system depends on the continued functionality of its cameras and network. Cameras themselves will wear out, be vandalized, or require maintenance for other reasons. Camera technicians in one jurisdiction noted that cameras must be replaced every few years. If a jurisdiction wants to implement a wireless network, antennae will have to be readjusted regularly as weather or accidents cause misalignment and lines of sight must be maintained. Similarly, camera viewsheds must be regularly cleared of plant growth or other local obstructions. The infrastructure of a camera system, as well as the hardware involved, will likely need replacing on a somewhat regular basis. One city's camera technician estimated a five-year life cycle for equipment involved in regular surveillance.

In addition to maintenance expenses are the ongoing costs associated with staffing and operating the surveillance system. Staff, either uniformed or civilian, must be assigned to monitor cameras or retrieve footage from internal hard drives for non-networked cameras. The use of existing sworn officers for monitoring may necessitate the hiring of additional patrol officers to maintain the current police presence, though effective use of active monitoring may nullify

the need for such action. Cameras may also require additional technical staff to manage the demands of the new system.

LESSON 3.
PLAN CAMERA LOCATIONS TO MAXIMIZE THE VIEWSHED.

For more information, refer to the following chapters:
- Chapter 2, Planning
- Chapter 3, Policies
- Chapter 6, Locations

Camera placement is an important but potentially controversial component of public surveillance implementation. Several strategies may guide where to install cameras, including mapping crime in the community to identify hot spots; consulting local-level police heads or representatives; soliciting feedback from the public; or blanketing distribution throughout an area. Crime mapping determines locations with the highest number of incidents, and may enable police to get the most use out of a system. Political and public concerns, however, may make relying solely on crime data unfeasible. Similarly, environmental factors, such as inadequate lighting, the location of buildings, vegetation or other obstructions, may preclude camera placement at the site. While considering the public's perspectives is important for enlisting support for cameras, jurisdictions must take care not to undermine the usefulness of a surveillance system through poor placement decisions.

Even with the best placement plan, some individuals or groups will likely be unhappy with the final decisions regarding installation. Jurisdictions have worked with discontented neighborhoods in several ways. In one city, for example, council members used their own budgets to purchase and install cameras in neighborhoods in which their constituents live to then link to the police network for monitoring purposes. In other cities, citizen groups have purchased their own cameras and monitored them independently of the police. It is also likely that camera implementers will encounter resistance to camera installation, as citizens may perceive them as decreasing property values by labeling their neighborhood as crime-prone. Others may object on civil liberties grounds, voicing concerns that cameras are an invasion of privacy and free speech. Involving the public in planning and educating them about regulations and intended uses may alleviate some of these concerns.

LESSON 4.
CONSIDER INTEGRATION WITH OTHER TECHNOLOGY.

For more information, refer to the following chapters:
- Chapter 2, Planning
- Chapter 5, Meshing Technology

Public surveillance systems can work in concert with other technology to enhance the amount or quality of information available to police, investigators, and attorneys. Several jurisdictions have been able to successfully integrate new surveillance systems with technologies already in regular use within the police department, such as gunshot detection

systems or incident mapping software. License plate recognition software, which enables automatic analysis of video, is currently in use around the country and already relies on cameras to operate. Other technologies, including facial recognition and video analytics, are not yet sophisticated enough for routine use in the field without ideal conditions and are quite costly. However, jurisdictions may want to stay attuned to developments in complementary technology and build systems with an eye toward integration as advancements are made.

LESSON 5.
BALANCE PRIVACY PROTECTION WITH SYSTEM UTILITY CAREFULLY.

For more information, refer to the following chapters:
- Chapter 3, Policies
- Chapter 7, Monitoring

When writing policies regulating public surveillance systems, jurisdictions must strike a careful balance between protecting citizens' privacy rights and enabling police to utilize camera technology in an effective manner. The rules governing operation of a public surveillance system should be carefully designed to ensure that both safety and individual rights are protected. The First, Fourth, Fifth, and Fourteenth Amendments address citizens' rights to privacy, anonymity, and equal protection of the law. Where camera viewsheds overlap with private property, anything that would not ordinarily be in plain sight is legally protected. While no courts have ruled that public surveillance on public property is a violation of constitutional rights, individuals have expressed legitimate concerns regarding how footage may be used.

These concerns, however, should be balanced with the interests of using public surveillance to its fullest potential crime prevention and investigative capacity. Monitors, police officers, investigators, and attorneys must be able to access video feeds in order to put them to good use. For monitors, it is important to allow for the manual manipulation of cameras to provide the clearest and most useful footage. In cities with more restrictive regulations, active monitoring can be challenging and may, as a result, fall by the wayside. Given the significant investment required to install and maintain a surveillance system, jurisdictions should draft policies that allow them to maximize utility within legal boundaries. Cities with extant surveillance systems have dealt with this issue in different ways and with varying degrees of success. In addition to learning from the experiences of other jurisdictions, consulting with legal counsel early in the planning process may guide decision-makers in striking an appropriate balance.

LESSON 6.
WEIGH THE COSTS AND BENEFITS OF USING ACTIVE MONITORING.

For more information, refer to the following chapters:
- Chapter 4, Camera Systems
- Chapter 7, Monitoring

While active monitoring is a more expensive option than passive monitoring due to additional staffing and equipment costs, it can provide law enforcement with opportunities to respond to crime that they would not have otherwise

had. Active monitoring affords law enforcement the same investigative benefits as passive monitoring, but it also may enable law enforcement to engage in real-time identification of witnesses and respond to crimes in progress. Employing monitors to watch cameras in real-time enables law enforcement to prevent or disrupt crimes and dispatch officers quickly, sometimes even before a call for assistance has been placed. In addition, having trained staff monitor a live feed can provide first responders with information about potential dangers, people of interest, and other circumstances at the scene. Such information can enhance both officer and civilian safety.

LESSON 7.
INTEGRATE CAMERA SYSTEMS WITH EXISTING PRACTICES AND PROCEDURES.

For more information, refer to the following chapters:

- Chapter 3, Policies
- Chapter 4, Camera Systems
- Chapter 7, Monitoring
- Chapter 8, Investigations
- Chapter 9, Trials

Jurisdictions have employed many different techniques to use cameras in concert with existing policing strategies and practices. For example, one jurisdiction reported focusing patrol efforts in the areas just beyond the view of the camera, enabling officers to anticipate displacement by strategically deploying patrols to areas where criminals are likely to migrate, in order to prevent crime and apprehend perpetrators. Integrating cameras with community policing strategies may also help cities tailor systems to the particular needs of local neighborhoods. In other situations, police may find it useful to incorporate new tasks into usual routines. In one jurisdiction, police began photographing suspects upon arrest to document their clothing for later comparison to footage of the incident in question. Cities may also find it beneficial to integrate camera systems into their CompStat programs, which use crime statistics to strategically deploy officers and target neighborhood crime. Using portable cameras may be especially useful in this context for following crime hotspots as they emerge and responding to evolving crime patterns.

LESSON 8.
SET AND MANAGE REALISTIC EXPECTATIONS FOR VIDEO FOOTAGE QUALITY.

For more information, refer to the following chapters:

- Chapter 4, Camera Systems
- Chapter 7, Monitoring
- Chapter 8, Investigations
- Chapter 9, Trials

Even the best public surveillance technology has limitations, and jurisdictions installing systems should take care to manage the expectations of the public, police, attorneys, and other stakeholders. Footage quality may be adversely impacted by darkness, inclement weather, equipment damage, or dirt collecting on the dome or lens of the camera itself. As a result, images can be grainy, cloudy, or otherwise unclear. Furthermore, it is unrealistic to expect that all cameras will be actively monitored at all times, resulting

in cameras operating on preset tours instead. With pre-programmed tours,[13] cameras may be diverted to another viewable area when an incident occurs and catch little or nothing of the incident itself.

The realities of camera footage contrast sharply with how this technology is portrayed in the popular media. Due to the prevalence of crime and forensics related television shows, practitioners must contend with the unrealistically high expectations jurors and attorneys may have of surveillance systems and other technology. To combat these expectations, practitioners should be educated in how to use and present footage effectively. While the cameras may not capture the incident in full or fine detail, useful information can still be gleaned from the surrounding circumstances and individuals that are captured on camera. That said, cameras should be viewed as a supplement to an investigation rather than as a replacement for other investigative tools.

LESSON 9.

USE SURVEILLANCE SYSTEMS TO COMPLEMENT, BUT NOT REPLACE, ROUTINE POLICING, INVESTIGATIONS, AND LEGAL PRACTICES.

For more information, refer to the following chapters:

- Chapter 7, Monitoring
- Chapter 8, Investigations
- Chapter 9, Trials

Public surveillance systems are useful "eyes on the street," but they cannot replace patrol officers or investigators. As with other technologies, camera systems are best viewed as tools to support and enhance traditional policing. Cameras typically produce color images, when there is sufficient lighting, and black and white images at night without audio and often with varying image quality. Alone, these images may mean little. In the hands of trained officers and investigators, however, these images can provide information on people, circumstances, and incidents leading to arrests and prosecutions.

Video offers both officers and investigators the unique ability to see incidents, circumstances, and people of interest with their own eyes. Investigators can use footage to assist them in interviewing witnesses and corroborating stories. Patrol officers, familiar with individuals residing in neighborhoods, may be especially helpful in identifying witnesses, suspects, or victims. The cameras allow police officers to identify the people that were present at the scene of the crime and then use their personal ties with the neighborhood to gain cooperation of those eyewitnesses.

13 A camera "tour" is a pre-programmed instruction to the camera indicating which direction, using its pan, tilt, and zoom capabilities, and at what interval, it should record. This pre-determined pattern of movement is used when operators are not viewing the footage in real-time. Though leaving a camera in a fixed position may capture more details if a crime were to be committed in that exact location, a touring camera increases the area being recorded, thereby increasing the probability of capturing a crime committed in its vicinity.

LESSON 10.
INCORPORATE VIDEO EVIDENCE WITH WITNESS TESTIMONY IN COURT.

For more information, refer to the following chapters:

- Chapter 8, Investigations
- Chapter 9, Trials

Video footage can be powerful evidence in court, but it cannot take the place of witness testimony. Attorneys who have used video in courts report that jurors view footage as an unbiased account of the events in question. This perceived reliability can be an asset or a hurdle for attorneys. Footage alone typically does not include audio and could have a poor image quality and presents a completely objective view of what transpired. Nonetheless, most attorneys recommend using any available footage, as the lack of expected footage can be more of a handicap than poor footage. In cities where citizens are aware of the existence of cameras, jurors may expect footage to be presented in a case and mistakenly attribute the lack of it as a lack of evidence overall. Attorneys should learn to manage juror expectations and use the available video footage with traditional witness testimony.

Indeed, witness testimony provides the context that footage alone often lacks. When presenting video footage, a police officer is often required to authenticate and explain events as they unfold. Video footage can also be used to confirm or refute the testimony of individuals at the scene of the incident. Even small details about the scene, timeline, or actions surrounding the incident can be used to create reasonable doubt or bolster witness credibility.

Chapter 2.
What type of planning is needed before implementing a public surveillance system?

Detailed planning is crucial to successfully implementing a useful public surveillance system. Prior to investing in public surveillance technology, jurisdictions should carefully examine their goals, assess their budget, consult relevant stakeholders, anticipate possible public reaction, and review policies and legal implications. Proceeding without first considering these issues impairs the ability of stakeholders to determine the best possible camera system for the jurisdiction and may diminish the utility and functionality of that system in the long term.

Purpose

Clarifying the purpose of the proposed public surveillance system enables stakeholders both to evaluate benefits and to select the best possible complement of technology. Generally, the goal of any camera system is to reduce crime. Placing cameras and reducing local crime increases citizen perceptions of safety within neighborhoods. Furthermore, averting crime precludes resource and psychological costs associated with victimization. Preventing crime saves the jurisdiction the cost of investigating crime, as well as the costs associated with arrest, prosecution, and incarceration. Jurisdictions with clear goals will make more informed decisions about camera type and placement. Different camera technologies are more appropriate for different situations, as discussed in chapter 5 of this guidebook. For example, a covert camera may have less of an impact on street-level crime than a large-sized overt or semi-covert camera with the police emblem and flashing blue lights. The latter will be unhelpful in the course of police sting operations, however. Clarifying the specific goal of each camera allows for a more informed and effective technology investment.

Budgeting

When implementing a public surveillance system, planners should distinguish between two types of anticipated costs: initial startup costs and ongoing costs. Costs will vary by the system selected and the conditions of the existing city infrastructure. Initial costs include expenses such as cameras, software, site preparation, and the installation of either a wired or wireless network to connect the cameras. The ongoing costs of maintenance, utilities, upgrading systems, and monitoring are often overlooked or underestimated by cities implementing surveillance systems.

Initial Costs

The cost of the cameras themselves varies by the quality and features included. A trade-off exists between camera quality and price; public surveillance veterans advise adopting jurisdictions to invest in the highest quality system possible, as poor quality images have limited utility in investigations and court proceedings. When installing cameras, thought should also be given to vandalism prevention techniques, such as bulletproof casings, locked electrical boxes, or enclosing exposed wires with metal casing. While such camera protections will add to the cost of cameras, they are also likely to extend the life of cameras placed in high-crime neighborhoods.

INITIAL COSTS

- Camera Purchase and Installation
- Software
- Vandalism Protection
- Connecting to Power Supply
- Wireless/Wired Network Creation
- Site Preparation (lighting, pruning, etc.)
- Labor Costs

While cameras may each cost several thousand dollars, these costs can be dwarfed by the expenses associated with developing the necessary infrastructure to support a surveillance system. The most significant costs are those associated with creating a network and connecting cameras to a reliable power source. Camera mounting sites, poles, or buildings must have the necessary electrical wiring to power the cameras. If installing cameras on a light pole, for example, the pole will need to be reconfigured to draw power throughout the day rather than only at night. Other infrastructure considerations include the lighting at the site and objects that may block the camera's line of sight, such as plant overgrowth. Depending on the location, the installation of additional street lighting and significant tree pruning may be necessary. For more information on strategic camera placement, refer to chapter 6 of this guidebook.

Another initial cost involves the expense of additional infrastructure expenditures to network the cameras, which enables footage to be seen from a local or central station without physically retrieving the camera hard drive. For a wired network, fiber optic cable must be laid throughout the city to connect cameras to a monitoring site. If using a wireless network, the city must install cameras with a clear line of sight to each other, using the camera's antennae to relay information across the network. These are not concerns for free-standing cameras, though such

cameras have another set of costs associated with retrieving the hard drive from the camera each time an incident occurs. Whether selecting network or freestanding cameras, the jurisdiction must also budget for the appropriate software to monitor or view footage.

Ongoing Costs

Though the initial costs of camera system implementation are high, jurisdictions should not consider a surveillance system a one-time investment. Rather, the system requires constant maintenance, repair, and resources in order to continue operation and yield the greatest benefits. Many costs are routine and easily anticipated, while others require some budgetary flexibility to address. Electricity, data servers, rent and utilities for monitoring facilities and computer equipment fall into the routine category. Similarly, the cameras themselves must periodically be serviced and cleaned. Depending on the type of system implemented, other costs may include personnel for active monitoring, technicians with bucket trucks to retrieve hard drives from stand-alone cameras, wireless antennae realignment, or cable replacement. Ongoing costs are also incurred to cover the salary and benefits of camera monitors.

ONGOING COSTS

- Camera Cleaning, Repair, and Replacement
- Upgrading Systems
- Regular Site Maintenance
- Accident Repair
- Monitoring Personnel
- Technical Personnel
- Utility Fees

In addition to these routine and ongoing costs, all camera systems are subject to periodic challenges posed by adverse weather, traffic accidents, vandalism, and foliage overgrowth. Public surveillance cameras have been subject to assaults including spray paint, cut wires, gunshots, and other forms of vandalism. Wireless networks may be especially sensitive to weather conditions and changing site conditions, as they are dependent on a line of sight to connect to the network.[14] Even if not vandalized or damaged in an accident, cameras running on a constant tour may require replacement every 1–5 years as their motors wear out.

Key Stakeholders

Another aspect of public surveillance system planning involves engaging those who have a vested stake in both the use of cameras and the well being of the community in which they are located. These key stakeholders include public officials, members of the law enforcement community, and local residents. With regard to fundraising and implementation decisions, cities that have implemented surveillance systems have typically relied on a combination of city officials and law enforcement representatives as the primary champions and decision-makers

14 Several cities use camera systems that require an unobstructed, wireless path between each camera or node. Cameras in these cases not only serve as video recording devices, but are also equipped to be both receivers and transmitters of other cameras' recorded video feeds. Each camera assists in transmitting all recorded data or camera footage between nodes until it reaches a viewing terminal.

for the project. Law enforcement actors likely include the chief of police, district commanders, and information or technical officers; they have made logistical arrangements of camera placement and monitoring, interfaced public surveillance systems with existing law enforcement technology, and established policies and procedures to prevent misuse. Public officials and city representatives who have been involved in other public surveillance implementations include mayors, city administrators, and city council members. These representatives can take responsibility for any necessary legal changes, public relations, and provide an important link to the community.

Community Involvement

Community representatives are equally important stakeholders in the planning and implementation of camera systems. Cities have solicited community involvement by convening public meetings, sending representatives to community meetings, and posting rules to city registers. Members of the community often have mixed reactions to the introduction of a public surveillance system. On the positive side, cities that have implemented surveillance systems have been lobbied by residents in high-crime areas requesting cameras. In one jurisdiction, city council members used their own budgets to purchase cameras demanded by their constituents, since the demand for cameras far exceeded the funds initially allocated by the city. In contrast, citizens and community groups have also raised concerns about civil liberties, racial profiling, and visibility of private homes and property (see **Evaluating Privacy and Civil Liberties** in the next chapter). Jurisdictions must consider the potential negative impact of public surveillance on residents' privacy rights and civil liberties and should design systems to minimize those potential harms. These measures should be fully communicated to citizens through open dialogue that discusses the explicit regulations that will govern camera use. Community education about camera use and efficacy can also raise awareness of the potential public safety benefits of cameras. Such education can take the form of media awareness campaigns, open hearings, and sending representatives such as uniformed officers to discuss cameras at neighborhood meetings. Signage can also play a role in informing the community of the presence and purpose of cameras in their neighborhoods.

> *They [CCTV cameras] show the community that we will use every available resource to stop crime.*
>
> *Public Official, Camera Implementation Site*

Legal Consultation

Legal counsel should be involved early in the planning stages of surveillance system implementation to review existing surveillance laws, address legal issues as they arise, and work with stakeholders to draft new regulations as necessary. Some legal issues to consider include legal viewing areas, the rights of people in public and private areas, and any existing state or local laws regarding surveillance. Special consideration should also be paid to the First and Fourth Amendment rights to freedom of speech, freedom of press, freedom of assembly, freedom of religion, freedom to petition the government, and protection from unreasonable searches and seizures. These concerns are addressed more fully in chapter 3 of this guidebook.

Sound and prudent plans for surveillance systems require the anticipation and valuation of both one-time and ongoing costs and the involvement of both city decision-makers and those most likely to be affected by camera implementation. Considering and planning for these factors will make a city well positioned to yield the greatest possible impact from its camera investment.

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Chapter 3.
What policies and procedures should be considered prior to implementation?

Policies that bear consideration prior to camera installation fall into two categories: protecting civil rights and ensuring the credibility of footage collected. Surveillance, even in public areas, raises several constitutional concerns, including privacy, anonymity, and equal protection under the law. Jurisdictions have addressed these concerns through a variety of policies aimed at narrowing camera viewsheds, establishing monitoring procedures, and regulating footage use. In order to ensure that footage collected is valuable for prosecutions and investigations alike, policies to prevent tampering should also be established before implementing the surveillance system. This chapter of the guidebook is not designed to replace legal counsel, which is highly recommended when addressing such policies. Rather, it is designed to provide an overview of the legal and civil rights issues camera system implementers should consider.

Legal and Civil Rights

When planning the installation of a camera monitoring system, it is important to consider the constitutional implications of surveillance, most notably those arising from the First, Fourth, Fifth, and Fourteenth Amendments. Within the context of a surveillance camera system, these Amendments require camera implementers to consider issues of privacy, anonymity, and equal protection under the law.

The First and Fourth Amendments, taken together, provide individuals with the right to privacy; this right needs to be considered in developing monitoring and storage policies. The First Amendment protects the right of individuals to freely associate and express ideas either verbally or in written form. The Fourth Amendment protects individuals from unreasonable searches and seizures. Locations and contexts for which there can be a reasonable expectation of privacy are often disputed. While no courts have ruled that public surveillance on public

property constitutes an unreasonable search, the Supreme Court has made two relevant rulings about privacy.[15] First, individuals have the right to act anonymously when exercising their first Amendment rights to free association and expression. Second, policies that discourage people from exercising these rights may be struck down.[16]

A comprehensive public surveillance system has the potential to infringe upon these rights in several ways. Footage establishes an extensive record of the associations, speech, and reading material of individuals within the camera's sight. If footage is not properly regulated and securely stored, this information could be used to infringe on an individual's ability to act anonymously, a right that dovetails with consumer protections against publishing places of patronage.[17]

POLICY ISSUES TO CONSIDER

- Protecting Anonymity and Personal Privacy
- Respecting Private Property
- Preventing Discrimination
- Providing Training and Supervision to Monitors
- Ensuring Evidence Quality and Integrity

Concerns surrounding private property stem primarily from Fourth Amendment rights. Due to the typical height and location of camera placements, viewsheds can easily overlap with private property. This can become a problem if cameras are able to view things not normally in plain sight, and thus protected from warrantless search. For example, a camera may be able to view into a second story window, an area normally out of view to police or other observers.

The Fifth and Fourteenth Amendments establish the right to due process, or fundamental fairness and equal application of law. To prevent conflict with these Amendments, monitors and stakeholders should ensure that surveillance is not conducted in an unequal or discriminatory manner. Protections should be put in place to ensure that monitoring efforts do not focus unduly on certain groups or individuals on the basis of race, gender, religion, or sexual orientation.

Protecting Civil Liberties

Given the importance of safeguarding these constitutional rights, jurisdictions should establish guidelines, policies, and procedures prior to the implementation of a camera system to ensure that the constitutional concerns are addressed and individual rights are adequately protected. Such protections should be considered for three aspects of the surveillance system: camera installation, monitoring, and footage use.

When installing cameras, steps can be taken to protect privacy by masking inappropriate views

15 The Constitution Project. 2007. Guidelines for Public Video Surveillance: A Guide to Protecting Communities and Preserving Civil Liberties.

16 Ibid.

17 Ibid

such as yards or second story windows. This can be achieved manually by situating the camera so that it cannot physically pan in the direction that should be prohibited. With the right software, camera tours can also be programmed to avoid panning toward private areas or digitally blur selected areas. In the absence of these measures, which may be constrained by financial or logistical limitations, most jurisdictions rely upon stringent monitoring policies.

Regulating monitoring practices through training and supervision is a critical component of protecting civil liberties. Training serves to raise monitors' awareness of civil liberties while also instructing them on prohibited behavior. Both the type and degree of training required may depend on the background of monitors, as a sworn officer is likely to have a background in civil liberties while a civilian may not. Jurisdictions may also include training on identifying suspicious behavior in order to prevent monitors from relying on profiling as a proxy for suspicion. A second strategy to ensure that monitors adhere to standards of privacy, anonymity, and equal protection is to require supervision in the form of a ranking officer, formal supervisor, or the presence of other monitors. The notable tradeoff is that more supervision requires additional resources in the form of labor costs.

In addition to monitoring practices, written, publically accessible policies should be developed to address how and under what circumstances footage obtained from surveillance cameras can be used, and what the disciplinary consequences are for misuse. Establishing clear guidelines may alleviate public concern and establish a clear role for camera footage in investigations. Questions to address include whether and in what form the footage can be released to the public or the media, and whether the footage can be distributed internally for informational or training purposes. Such guidelines should also address the data retention policies associated with historical video footage in order to limit the potential for abuse through fishing expeditions of footage databases and the development of digital dossiers on individuals that are not based on probable cause or reasonable suspicion.

Ensuring Evidentiary Integrity

Equally important to the civil liberty considerations that public surveillance systems present are those pertaining to the integrity of the video footage that such systems produce. The value of a camera system is limited if footage cannot be shown to be accurate, reliable, and admissible in court. Some jurisdictions have found it helpful to develop specific procedures to augment the effectiveness and credibility of camera evidence. Such practices include noting camera presence when police first arrive at a crime scene and photographing arrestees to record the clothing they are wearing to increase the ability to identify them in video footage. Ensuring a reliable chain of custody protects footage from both actual tampering and unfounded accusations of tampering. Attention should also be paid to electronic trails such as encryptions, authenticity certificates, and time stamping, which provide additional assurance that footage has not been altered.

Taking civil liberty and evidentiary concerns into account prior to camera installation can preempt or minimize legal challenges. By establishing clear guidelines for footage storage and use, such as those discussed in chapters 8 and 9 of this guidebook, jurisdictions can ensure that any evidence collected is admissible in court. Discussing civil liberties early may have the additional benefit of bolstering public support for a surveillance system and alleviating community concerns of misuse. When drafting regulations, jurisdictions should keep in mind that restrictions on how footage is used may also limit its utility for police, investigators, defense attorneys, and prosecutors. Each jurisdiction that uses public surveillance must determine its own balance of regulation and utility, based on its local context.

For all of these privacy and civil liberties safeguards, it is important for jurisdictions to document policies and practices in written form and make them publically accessible. Doing so will hold camera users accountable, while assuring the public that the policies exist and will be followed. Such written policies should also include information regarding the consequences associated with misuse of cameras by both sworn and civilian personnel. For guidance in designing written guidelines for public surveillance systems, see The Constitution Project's Guidelines for Public Video Surveillance at http://www.constitutionproject.org/manage/file/54.pdf. Readers may also wish to review the well-documented policies developed by the Metropolitan Police Department at http://www.dcregs.dc.gov/Gateway/ChapterHome.aspx?ChapterNumber=24-25 .

Chapter 4.
Which camera system is the best for public spaces?

When deciding to implement a camera system, one of the many questions facing city stakeholders is what type of camera to employ. While technology is constantly changing, an array of options already exists. For example, one study site that had used public surveillance cameras for several years had already matured through a number of phases of camera models. During initial discussions and implementation plans, stakeholders should assess their current needs and where this camera program fits in their overall crime-fighting strategy; certain models may be more applicable to serving these needs than others.

Fixed-View, Stand-Alone Cameras

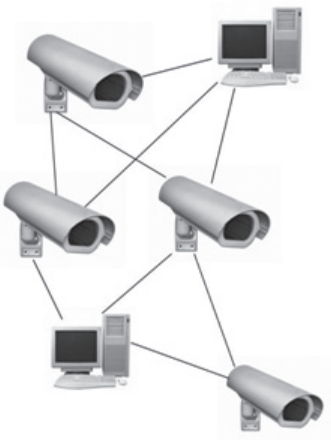
The most basic camera type is one designed to be fixed to a pole or other structure, with no ability to pan, tilt, or zoom (PTZ). These cameras record a single view and the most rudimentary among them has a stand-alone hard drive that can be set to over-write its contents when it becomes full. If an investigator needs to review a camera's footage, however, a technician would be required to manually switch out the hard drive for the camera location and download its contents before the investigator could view it. As police are using this model less frequently for crime control purposes, it is quickly losing ground to its successors, for which pan, tilt, zoom possibilities are standard and the ability to transfer video wirelessly across an encrypted network is commonplace.

PTZ Cameras

The stand-alone, fixed-view camera is deficient in a number of ways, the first being its inability to move. A camera needs to be able to move left, right, up, and down in order to record crimes as they are being committed. Urban centers are known for constant locomotion; a camera lacking any ability for motion reduces law enforcement's ability to capture wrong-doers; pan, tilt, zoom (PTZ) cameras were developed to address this mobility problem. Depending on

how they are mounted, these cameras can rotate nearly 360 degrees in any direction; in some cases, multiple lenses within a single camera provide images from more than one direction at once. PTZ cameras are programmed with a touring sequence that pans the camera and periodically zooms in and out as it is recording. When compared to the recording abilities of fixed-sight cameras, PTZ cameras afford a much higher likelihood of capturing a crime, provided it transpires near the camera location. Though clearly an upgrade, PTZ cameras may prove even more valuable when multiple cameras are linked through a network. In addition, when teamed with 911 communications centers, PTZ cameras can be switched from passive to active when a crime in progress call is received. This enables communications personnel to view where police have been dispatched to respond.

Network Cameras



Source: Urban Institute. Representation of camera network.

Networking cameras can accomplish multiple goals. They solve the problem of the stand-alone hard drive in that networking allows cameras to send footage to an external terminal where it can be viewed both in previously-recorded video and live footage. In the network, not only do the cameras record, they also serve as a relay, transmitting video from one camera to another until it reaches a camera that is connected to a terminal in the network web. Cameras are linked in one of two ways: wired or wireless transmissions. When cameras are connected to each other via wires, high-speed fiber optic cables are used. The information from one camera is sent to another camera or to the terminal if the camera is directly wired to it. The benefit to wired-cameras is that there is a dedicated line between the two units. However, if this line is severed and no other lines exist, the cameras will not be able to transmit. Wireless technology helps to solve this problem by removing the need for wires in order to transmit information. Instead, cameras contain antennae that send the information via radio waves to each other or the main terminal station. Their benefit manifests itself in lower costs because afiber optic network doesn't need to be built.

In a wired system, when one fails, it incapacitates any other cameras with which it is linked. By removing wires, wireless cameras can transmit to any other cameras that are within its range; creating a redundant network that provides several avenues for information to arrive at its destination, and improving a camera system's ability to successfully transmit video to a terminal. Networking cameras provides a jurisdiction with the opportunity to view previously-recorded footage, within a specific timeframe, or real-time footage of any camera at any moment. Stand-alone cameras, on the other hand, do not allow for the real-time viewing of multiple cameras, and require a technician to retrieve the hard drive. The ability to view what the camera is seeing

as it is happening is essential to implementing active monitoring into a city's public surveillance system. A significant downside to wireless networking is the fragility of the transmission bridge; absent ongoing maintenance, transmission can become inoperable due to age, weather, or vandalism.

POD Cameras

Another camera available to most cities implementing a public surveillance system is the Portable Observation Device (POD). As the name implies, these cameras are designed to be mobile, allowing for law enforcement to change the camera's location as crime or resources dictate. Within the POD category of cameras, there are sub-categories, each of which has varying levels of ease in portability. One type of POD is large and highly overt as it can display the police department's emblem as well as flashing lights. These cameras are wireless and contain their electronics within a bullet- and tamper-resistant casing, which adds to the overt nature of the POD. This particular type of camera, while portable, is more cumbersome to move than most other PODs. Other, smaller versions of POD cameras have separate electronics units. These models offer increased flexibility in camera placement, as the smaller stand-alone camera can be mounted in areas that would not be possible if it was connected to the larger unit, such as on a police squad car or dashboard. Similar to the aforementioned POD, the camera and/or unit can display the department's emblem and flashing lights. There are additional POD models significantly smaller in size and designed primarily for covert surveillance. Even if their use is not covert in nature, the smaller size of the camera and electronics unit is more versatile in placement when compared to the other two POD models described above.

Camera Hardening

Regardless of camera type, physical protection—often referred to as "hardening"—can shield cameras and electronic equipment from vandalism and the elements, which is critical to a camera's continued operation. Camera hardening involves protecting all aspects of the camera, including the lenses and electronic conduits. Indeed, there are several different ways to incapacitate a camera's ability to record unless proper steps are taken. In one city, for example, the initial camera installation involved enclosing the camera in a bullet-resistant casing, yet foregoing protection of the electronics conduit, which brings electricity to the camera. Instead of using a metal covering and lock to secure the wires, they were merely wrapped with electrical tape. Vandals soon exploited this vulnerability by cutting the wires, rendering the camera inoperable. While this was a relatively simple fix, it underscores the importance of protecting all components of the camera system. For example, many jurisdictions reported that vandals have spray-painted the domes covering the cameras, thus obstructing anything the cameras may be able to record. To combat this, several camera manufactures have produced domes made of materials that prevent spray-paint from drying. While the paint will still cover the dome and

affect its ability to view and record, the maintenance time and costs are significantly reduced to reinstate the camera into full use.

Signage and Lights

The key purpose of camera signage and lights is to advertise the camera's presence, enhancing its prevention and deterrence value. Prominent signs and flashing lights remind would-be criminals that there is a camera in the area that could potentially record any illegal activities they might attempt. Regardless of whether or not a monitor is actually viewing the cameras, the mere potential that someone might be watching should serve as a deterrent.

In addition to crime prevention, lights and signs help advertise the presence of cameras to law-abiding citizens as well. One of the major concerns the public has with the implementation of a public surveillance system is the potential for the technology to infringe upon their right to privacy. While the cameras are placed in public settings and thus no legal protections to privacy exist, many citizens remain uncomfortable with the idea of being video recorded. In the absence of knowledge about where cameras are located, they may perceive that they are always being recorded. By affixing signs and flashing lights to cameras, the municipality is identifying that cameras are in the area and that a person's actions could potentially be recorded. Additionally, the signs and lights remind both law abiding citizens and potential criminals that the police have a presence and are engaged in ensuring their safety.[18]

Visibility

In terms of camera visibility, law enforcement may choose among overt, semi-overt, and covert camera options, depending upon need and intended impact. Police typically employ highly visible cameras for their deterrent effect and the fact that they symbolize the city's commitment to the safety and security of the public. These cameras are the ones most likely to have signs, police emblems, and flashing lights.

Semi-overt cameras are often smaller and may have some but not typically all of the features of an overt camera, such as signs but no lights. For example, a camera lacking signs and lights may be used in lieu of its more overt counterpart because of its proximity to residences. Neighborhood cameras have become commonplace as part of one city's surveillance system, but residents have complained at times that the cameras are too visible; they may drive down property values by advertising the area as "crime-ridden" and the lights in particular may disturb people in their homes. Reducing the size and removing the lights from these cameras allows them to reflect a law enforcement presence without affecting the quality of life of residents.

18 Alternatively, well-advertised cameras may increase citizens' expectations that law enforcement is available to intervene on the spot.

The security context and environment in which a camera is located may dictate whether an overt or semi-overt camera is more desirable. Much of the size of a surveillance camera is associated with the hardened, bullet-resistant casing that encloses the camera. If a camera is not easily accessible to vandals due to its height or other safety measures, then such precautions may not be warranted and a smaller, more compact camera is appropriate. In these instances, the camera may be less overt, but the inclusion of a flashing light or police emblem could easily add to its visibility.

Covert cameras can be roughly the same size as semi-covert cameras; however, they are generally black and lack signs, emblems, or flashing lights. While they can be seen were someone to know their location and be looking closely for them, their size and ability to blend into the surrounding makes them much less visible than their overt and semi-overt alternatives. Additionally, covert cameras can be disguised as a different, less obstructive item such as a light or smoke detector. The covert cameras are typically employed in homeland security activities, specifically to monitor and guard against terrorist activities.

Which camera system package is best?

Camera system packages can be configured to accommodate a variety of camera models and options. Decisions guiding the choice of camera systems are typically guided by the intended use of the system and are often restricted by budgetary limits. Nevertheless, most agencies opt for hardened cameras that have lights and signs. A wireless network, in comparison to one that is wired, provides redundancy and often costs less to install; wired networks require a commitment to building an entire infrastructure of wires if one does not exist already. Finally, cameras that have lights and signs provide for the possibility of deterrence that covert cameras, by design, will not deliver.

When making a purchasing decision, a city does not have to commit itself to a single type of camera model with a standard set of options. It is possible to network a variety of camera models, each having different options. However, this approach creates challenges, in that different camera models employ different encryption methods for securing data transmitted along the network, because the receiving terminal must be able to decrypt the information in order to see the footage. Employing a variety of camera models requires a system capable of decrypting the information in each of these various forms to ensure that all footage can be easily monitored. Cities intending to purchase a mixture of PTZ and fixed-site, overt and covert cameras, should therefore be prepared to ask additional questions of the camera provider and gain assurances that the cameras and network components are fully interoperable.

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Chapter 5.
What technology might integrate well with a public surveillance system?

After a city decides to implement a camera system as part of its crime-control strategy, jurisdictions also have the opportunity to integrate this technology with other extant devices. Doing so may enhance crime prevention and investigation abilities in areas where they are implemented. This chapter discusses gunshot detection, license plate recognition, facial recognition, and video analytics technologies, describing each technology, illustrating how it can be integrated with a public surveillance system, and discussing its potential to improve crime prevention and response capabilities.

Gunshot Detection Systems

Gunshot detection systems (GDS) employ acoustic sensors, which are installed throughout a given geographic location in order to provide real-time alerts to law enforcement about the time and location of fired weapons. Each acoustic sensor is connected to a larger system which serves to network all of them together. These sensors scan sounds in the surrounding area, discerning whether a sound is a gunshot by comparing incoming sounds to a set threshold. If a sound is flagged as a possible gunshot, the sensor triggers the software to compare the wavelength and other factors, which help determine whether it is likely that it was a fired gun producing the sound instead of something with a similar sound, such as an engine backfire. If an incident passes this next level of review, the system analyzes other area sensors to confirm whether they too encountered wavelengths of that type near the time the initial sensor reports it occurred. If, upon accessing other sensors, they too report the same wavelength and deem it likely to be a fired gun, the system begins analyzing the times each sensor reports the sound and the strength of the wavelength, among other factors. These elements allow the system to triangulate the location of the gunshot within seconds of it taking place.

Each type and model of gun produces different sounds and wavelengths, and gunshot detection systems are better able to identify some over others. For example, Watkins et al. (2002) found in their evaluation that the system was best able to identify a fired shotgun, followed by a pistol, and was least effective in identifying gunfire from an automatic rifle. Gunshot detection systems, however, have made several advances since the release of that report, and they are designed to be adaptive. Because the sensors are continuously recording, technicians can analyze what sounds and wavelengths a given sensor documented when law enforcement confirms a gun was fired. If the sensors did not identify the incident as such, the system can be updated to correctly classify future wavelengths as gunfire.

GDS can be paired with other complementary technologies, such as crime-mapping software. By integrating GDS technology with crime mapping, officers are able to know the specific neighborhood and even the specific block where the gun was fired. Several jurisdictions and municipalities have taken a next step and incorporated gunshot detection systems as part of their Computer-Aided Dispatch (CAD) systems. This enables law enforcement dispatchers to see both where a gun was fired and what units are best able to respond to the scene; this often includes not only officers but emergency medical services as well.

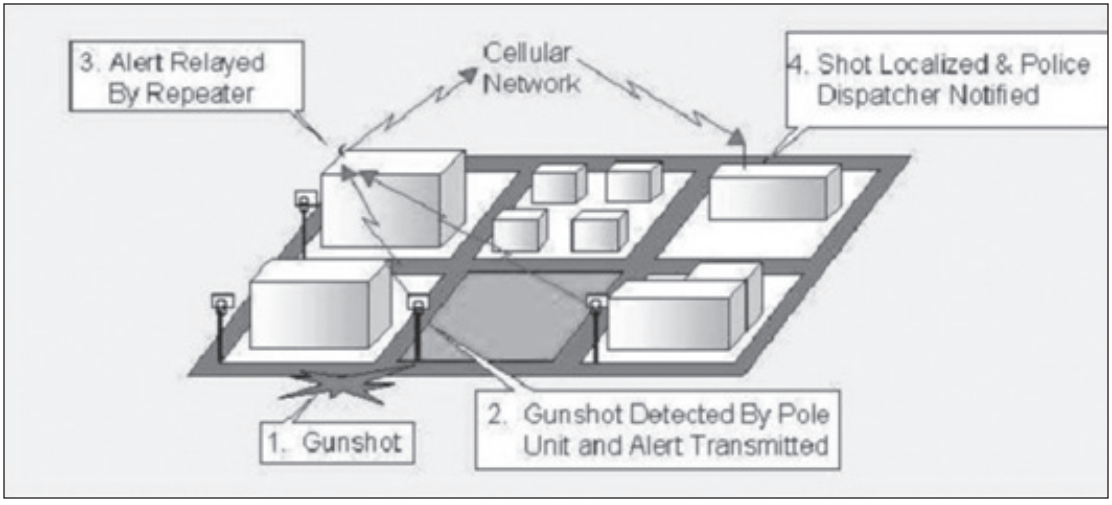


Figure 1. Model of Gunshot Detection Process [19]

Camera surveillance offers many advantages as a stand-alone tool, but incorporating the power of gunshot detection with it is a logical next step. For example, by incorporating GDS with surveillance cameras, when a gunshot is detected, it may trigger a passive camera to point in the direction of the shot or send a signal to an active monitor to "zero in" on the source or location

19 Litch, M., M. Calhoon, P. Scharf, et al. 2006. "Operational Outcomes of the SECURES® Urban Gunshot Detection Technology for Law Enforcement Crime Intervention Strategies and Force Protection." Proceedings of SPIE 6201(62011R): 1–11.

of the detected gunfire. For the purposes of integration with camera surveillance specifically, GDS technology would act as an alert mechanism, assisting both passive and active monitoring approaches in identifying and capturing crimes that may have otherwise gone unnoticed.

License Plate Recognition

A License Plate Recognition (LPR) system does exactly what the name suggests: it is able to scan license plates on vehicles—even those moving at high speeds—and check the plates against state and federal databases to determine if the car was reported stolen or if the driver has any tickets or outstanding warrants. Though there are a variety of vendors selling various models, most LPR systems employ one or more cameras mounted on or in a police vehicle. For those models utilizing multiple cameras, the preferred placement is on the light bar across the roof of the car. These cameras link to the police cruiser's computer and display images on the computer's screen. If more than one camera is being utilized, a split-screen display is used to show two vehicles at a time. The cameras often have more than one mode, such as regular color capture as well as infrared (for use at night); some have other settings such as multiple pictures using varying shutter speeds and anti-glare features to combat the weather and other elements that may inhibit the system's ability to read and process the license plate. These systems have the ability to scan in excess of 3,000 plates in a given patrol shift, whereas the average officer checking manually may only be able to process 100–200 license plates per shift. [20]

While the license plate images are being displayed on the screen, they are simultaneously being compared against databases to which the system has access. For example, the images could be run through a database containing all locally stolen vehicles, vehicles wanted because of their use in the commission of a crime, vehicles with warrants issued for the owner of the vehicle, and any other state or federal databases that the system has access to as well. During the course of its scanning, if a license plate image generates a match, the system can inform the officer visually on the screen and audibly as well. The in-car system also provides the user with the ability to manually key-in observations about the vehicle in question. These notes, as well as the information usually maintained after a license plate scan, are kept in the computer's database for a predetermined number of days (approximately 10 days on average), and are also transmitted to a larger database housed in police departments for indefinite storage. Similar technology is implemented at highway tolls and pay-to-park lots to identify motorists who try to proceed without paying the designated fee. The success of a system such as this, however, is largely based on the database against which the image is being compared. Without a robust collection of license plate numbers, the ability to scan a license plate in real-time does not add much value; being able to access information about that license plate number, the vehicle, and its owner by comparing it to a database is what truly provides the value to this system.

20 City of Chicago, 2007. "Staying Ahead of the Curve." Technology Update. Information Services Division, Bureau of Administrative Services, Department of Police, City of Chicago, Summer.

This type of technology offers many opportunities to law enforcement. First, it allows officers to learn in real-time whether there are outstanding tickets or warrants associated with the vehicle or the vehicle's owner, or if it has been reported stolen or used in the commission of a crime. The ability to access all of the other previous scans of the license plate enables officers to discern if the plates had been switched from a previous vehicle. This may indicate that the plates were stolen or that some other illegal activity has taken place, thus necessitating further inquiry. In terms of investigating or prosecuting a crime, LPR technology can aid in verifying or refuting a suspect's alibi, or in confirming the location of a suspect's vehicle at the time an incident took place.

Integrating LPR technology with a public surveillance system can yield additional benefits. Personnel engaged in active monitoring have reported that one of the first things they look for when viewing a camera, besides the faces of suspects or suspicious individuals, is the license plates of the vehicles that suspects are operating. By focusing the camera on the license plate, investigators reviewing the footage later will be able to access information about the vehicle and its owner. Joining public surveillance with LPR technology provides for a more automated approach. Just like officers driving a patrol cruiser equipped with cameras to automatically identify, focus on, and capture an image of a vehicle license plate, surveillance cameras that are being actively or passively monitored could be programmed to execute a similar process. During the course of a monitor's active surveillance or an automated camera's pre-programmed tour, a subsystem could be in place that captures images of any license plates it encounters and then compares them against specified databases as described above. In its current form, because license plate recognition systems are usually attached to police cruisers, suspects may attempt to elude detection. Incorporating this technology into a surveillance camera system, which is less noticeable than police cruisers, may increase its effectiveness compared to its use as a stand-alone technology.

Facial Recognition

As with license plate recognition systems, the power of facial recognition systems rests with an underlying database from which a unit scanning an image in real-time can compare it to in order to relay important information to law enforcement. Facial recognition technology[21] captures images continuously, and transmits those images to a computer using a pre-programmed algorithm that matches the image to a face in the database. The camera's software is programmed to identify eyes, nose, mouth, and/or ears, due to their relatively stable distance away from each other, and these combined data points are flagged as an image of a face. After this process, the face—a set of landmarks at given distances away from each other—is scanned into a database containing facial images of known criminals. When scanning the database, the computer is

21 Woodward, J., C. Horn, J. Gatune, and A. Thomas. 2003. "Biometrics: A Look at Facial Recognition." Documented Briefing prepared for the Virginia State Crime Commission.

attempting to match the suspect landmarks to the known. If the computer declares a match, officers in the area can be dispatched to confirm the match as well as question the suspect further. If, upon detaining the suspect, it is determined that the match was made incorrectly, the program is adaptable. Thus, each incorrect match helps refine the system for its next use with the purpose of reducing the instances of incorrect identification in the future.

While such technology is compelling in theory, it is not currently refined enough for use in mainstream police departments. However, the National Institute of Science and Technology has been conducting yearly evaluations of algorithms and systems working on face recognition technology as well as iris scanning and recognition to assess the current state of the science in this area. As of 2006, facial recognition systems outperformed humans conducting the evaluation manually under a variety of illumination settings and facial positions, given an error rate of 0.05.[22] Currently, however, facial recognition could only be instituted if all images were taken in a controlled setting, with ideal lighting and a full facial image of the subject. This limitation, combined with the challenges of developing a robust database of facial images of known suspects, may render the technology inappropriate for adoption at this time.

In the future, however, partnering facial recognition systems with a city's public surveillance cameras seems logical. The cameras could be integrated with software enabling facial scanning while the camera is recording in both active and passive modes. By using an automated algorithm for facial recognition, human interaction with this process could be limited, enabling a monitor to focus on real-time activity while faces were being compared to a database to look for warrants or other flags which would suggest an officer should be dispatched to investigate further. Given the potential for merging these technologies within a single unit, facial recognition technology holds promise for providing added value to both proactive and reactive crime surveillance. Such a system could alert police to the location of a person of interest, provide monitors with information that may compel them to view one camera in favor of another, and assist investigators and prosecutors in confirming or disproving alibis. Though this technology does have potential, advancements in both image capture and processing, in addition to the creation of a robust, searchable database, must be made before this is a viable system for cities to consider integrating into its camera system.

Video Analytics

Video analytic technology,[23] unlike the technologies discussed above, is not its own standalone system; instead, it is software that reviews and processes information, and is able to flag events or alert users when it encounters an item that it was previously programmed to identify.

22 Phillips, P. J., W. T. Scruggs, A. J. O'Toole, P. J. Flynn et al., 2007. FRVT 2006 and ICE 2006 Large-Scale Results. U.S. Department of Commerce, National Institute of Science and Technology.

23 Hampapur, Arun, Lisa Brown, Jonathan Connell, et al. 2005. "Smart Video Surveillance, Exploring the concept of multiscale spatiotemporal tracking." IEEE Signal Processing Magazine 22(2): 38–51.

For example, the automated component in license plate recognition utilizes a type of video analytics. The software is programmed to scan images, searching for license plates. The system identifies what a license plate "is" through front-end programming of spatial references and other factors. This is similar to the discussion above regarding facial recognition; the distance between the ears, nose, mouth, and eyes are used as data points in an algorithm to determine the "face." These coordinates can then be compared against coordinates in a database to find a match. Video analytics software would automatically extract these data points and by design scan them in the database.

Video analytics, especially when coupled with surveillance cameras, can potentially support a variety of law enforcement activities. Among them are tracking of movement in areas restricted by police; detecting moved objects, which may indicate a theft has taken place, or the converse; detecting the addition of an object, which could be an abandoned object containing an explosive or other device; and identifying a shooting based on the muzzle-flash emitted by a firearm.

Such a technology may enhance both passive and active monitoring activities. Even among jurisdictions that engage in active monitoring, there are countless hours of activity that go unmonitored, and in passive monitoring jurisdictions, even more footage goes unwatched. Unless there is a crime reported in the area, it is unlikely that anyone would spend precious resources reviewing this footage. By using video analytics, however, the review process could be automated and would require human intervention for only those items in which the user-defined parameters resulted in an incident being flagged. In this manner, crimes that may have gone unreported as well as other activity of interest to law enforcement --would become known to police whereas without video analytics, that information would not be culled.

With the exception of license plate recognition systems, very few jurisdictions in the United States currently have video analytic systems integrated with other law enforcement technologies that they might use. And while some cities in the UK have incorporated video analytics with surveillance cameras, there are no rigorous evaluations in the published literature.

A wide array of current and emerging technologies are available to agencies interested in enhancing the capabilities of their public surveillance systems. While many of these tools can be used in a stand-alone fashion, it appears evident that packaging them into one unit can yield benefits beyond increasing the efficiency of any one product. The promise of such integrated technology may benefit jurisdictions interested primarily in one component but attracted by the benefits of complementary technologies as well. Additional efforts to research and develop these systems have the potential to add vastly to the crime control and prevention measures already at the disposal of law enforcement.

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Chapter 6.
Where should the cameras be located?

Before deciding where cameras should be installed, several steps should have already been completed. First, city stakeholders should assess their city's needs, deciding how surveillance cameras will be introduced into the police department's overall crime-control strategy. Reviewing existing policing strategies, such as CompStat, and visiting cities that have already adopted the technology may assist with informing this decision. The second critical consideration is the type of camera that the city will employ. As discussed in chapters 4 and 5, a variety of camera types exist, each with unique configurations, which when used alone or in concert with other crime-fighting technologies, can help support law enforcement. Given the type of camera and the supporting technologies, if any, that will be utilized with the cameras, stakeholders can then turn to the question of where the cameras will be installed. Several factors will influence this decision, including assessing what areas would benefit most from cameras and determining whether the physical locations of proposed camera sites have the properties necessary to support the cameras. It is important to weigh many criteria—including the mounting location, maximizing the camera viewshed while minimizing overlap, privacy considerations, and weather issues—when determining a camera's installation location.

Camera Placement Considerations

In order to make an educated decision about where to install cameras, one must first determine how many cameras the city would need in order to serve its law enforcement purpose, and how many it can afford to purchase, install, and maintain. The availability of resources may affect a city's ability to enact a strategy in the way in which it initially intends. Adding enough cameras to survey every area of a city, for example, would be highly resource-intensive and difficult for most cities to implement. This does not, however, preclude a city with limited resources from using a select number of cameras to reduce crime. What these limitations do is force critical thinking of the city's problems, various strategies that would help combat them, and creative ways in which surveillance cameras can enhance these strategies. These considerations should be deliberated in the context of alternative options to cameras, such as adding more officers on

the street. Many city stakeholders choose to install cameras because they feel that they have an identified high-crime area and their main goal is to reduce victimizations in a specific location. Effective deployment of surveillance cameras requires additional information. Is the crime concentrated in a few select areas of the city? Are some crime types more prevalent than others? Do some crime concentrations affect citizen's perceptions of safety more than others? Are there other critical or vulnerable areas of the city that are not necessarily affected by crime, but nonetheless may be important enough to dispatch additional surveillance for security reasons (e.g., downtown or entertainment districts, or areas bordering college campuses)?

In mostly every city, crime is not equally distributed across the jurisdictions, so it is not typically necessary to completely saturate the entire city. It may be sufficient to install cameras only in neighborhood(s) or district(s) experiencing specific crime problems. By mapping historical crime data in the city, stakeholders may find that the purchase and strategic installation of a small number of cameras can provide added value without incurring the enormous expense of purchasing cameras city-wide. Placing cameras in these crime hotspots, and integrating them with the patrol tactics and other law enforcement strategies, yield benefits while minimizing camera expenses.

QUESTIONS TO CONSIDER BEFORE DEPLOYING A SURVEILLANCE SYSTEM

- Is crime concentrated in a few select areas of the city?
- Are some crimes more prevalent than others?
- Do some crime concentrations affect citizens' perceptions of safety more than others?
- Are there other critical or vulnerable areas of the city that are not necessarily affected by crime, but nonetheless are important enough to dispatch additional surveillance for security reasons (e.g. downtown or entertainment districts, or areas bordering college campuses)?

In some cases placement is not dictated by overall crime concentrations, but rather by specific crime problems. These problems, such as motor vehicle theft, can still be identified by mapping specific crime types and identifying their location. In a city where drug crimes—particularly dealing and use in public areas—are rampant, cameras could play a crucial role. For example, installing cameras in locations with known narcotics activities enables police to record activity and dispatch officers as an incident in progress is recorded, as well as use the camera in pre-planned drug busts and other such uses.

While the actual risks to citizens' safety are of top concern to city administrators, they must also be cognizant of the citizens' perceptions of safety. One common concern of installing crime cameras or changing patrol beats is that it will displace or shift the crime elsewhere. Residents in an area without cameras that is adjacent to an area with cameras may fear that the technology will push crime into their neighborhood. The potential for crime displacement due to cameras is real, and should be considered by law enforcement prior to camera installation in order to modify patrol practices to minimize the possibility. Stakeholders should be cognizant of these concerns and proactively engage with residents about the steps law enforcement are

taking to prevent such an occurrence. Public reaction can push the other way as well; there may be instances where crime is high enough to warrant placement in an area but the community is opposed to installation. Some residents fear that cameras, and their associated signs and/or lights, mark the community as a high-crime area and would thus lower property values. Others find them unattractive and thus oppose their installation due to aesthetic reasons (See "Community Involvement" in chapter 2).

Within cities, there may be areas of such critical importance or areas that have particular vulnerabilities such that implementing camera surveillance may be an attractive strategy—even if there is not a demonstrated crime problem in that area, but that increases in crime are anticipated in the absence of proactive law enforcement strategies. For example, the erection of a new retail area may merit installation of cameras in an effort to prevent crimes that are likely to occur in their absence. Additionally, locations that present homeland security risks are also important to consider when developing a city's camera placement strategy. Cameras have been installed in and around likely targets for terrorism, such as subways and notable landmarks or monuments, which can aid law enforcement in identifying suspicious behavior. The potential utility of cameras for this purpose has led many metropolitan areas to include cameras in their terrorism preparedness strategies.

Physical Location Attributes

After determining the number of cameras needed and their general locations, there are a variety of factors to consider regarding the exact physical location of where each camera will be placed. Each location should be surveyed to discern:

- Whether there are any pre-existing objects to which the camera may be mounted;
- How electricity will be routed to power the camera;
- Whether there is anything that might obstruct the camera's view and how that can be removed;
- What the final viewshed of each camera would be; and
- How natural elements might affect the performance of a camera.

Each of these criteria should be considered carefully prior to camera installation.

PHYSICAL ATTRIBUTES TO CONSIDER

- Is there a pre-existing object to which the camera can be mounted?
- Are there objects obstructing the camera's view that will need to be removed?
- How will electricity be run to this location?
- If the camera is able to view private areas, how will individuals' privacy rights be ensured?
- If the camera is exposed to the elements, how might that affect its operation and longevity?

Mounting Location

While installing a camera may appear straightforward, several considerations need to be addressed at the outset. To install a camera, it must be mounted to an object that is both sturdy enough to support the weight of the object and high enough to provide the camera with the proper viewshed needed to observe and record activity. In an ideal situation, there is a pre-existing, city-owned pole (such as a traffic light pole) on which the camera can be mounted. When such a pole is not available, a utility pole is often an alternative option. This is less appealing, however, because it requires the city to negotiate a leasing agreement to use the pole for that purpose. This approach does help prevent a larger construction effort to install such an object were it not already in place, however. Before installing the pole, workers may need to survey the ground where the pole would be placed to ensure it would not disrupt power, phone, or internet lines as well as piping and other public works items that could potentially be beneath the ground. Due to the costs of this option, it is typically the least desirable course of action.

When considering existing poles or the installation of a new one, it is important to determine whether the existing pole already has electricity running to it and if not, if it is feasible to install an electrical conduit to it. While many camera models do have batteries, they are reserved for use in the event of a power outage only. To power the camera and maintain its ability to send and receive information to the network on a continual basis necessitates a dedicated line of electricity. This electrical source must be adequately protected from vandals, who may attempt to cut the wiring or deface the camera in some way; protective boxes and locks may be a suitable option for cities attempting to restrict such access. In addition, to facilitate standard maintenance and repairs as needed, electrical conduits should be installed in an accessible location for technicians to use. Indeed, considering how to power and protect the complementary camera items can be just as important to ensuring the proper and continued functioning of the cameras themselves, and thus should not be overlooked when surveying potential camera installation locations.

Ensuring Maximal Viewshed

Another important consideration regarding camera placement is to position the camera so that it has an unobstructed view. This is particularly important with cameras equipped with the ability to pan 360 degrees, in that the camera's vast viewshed is more likely to encounter obstructions, such as tree branches, utility poles, and buildings. In some cases the obstruction could be removed easily by trimming tree branches or removing trees altogether. Other obstructions, such as buildings or other telephone or utility poles, cannot be moved. In these cases, stakeholders must assess whether the location meets all of the other selection criteria so that it remains a suitable location despite its inability to utilize the camera's entire viewing ability.

Overlap

Another viewshed problem could manifest itself if two cameras are located in close enough proximity that their viewsheds overlap, thus reducing each camera's potential area-coverage. On the one hand, having cameras in close proximity may be appealing to law enforcement, as it affords monitors the ability to track activities from one camera to another. This is particularly useful when monitoring crimes in progress, as monitors can follow a suspect as he attempts to evade police. If the city adopts a saturation approach, some degree of camera overlap is unavoidable. While camera saturation may be appealing, the cost of this approach—in terms of financing the installation of cameras, their maintenance, and monitors to watch them—is its limiting factor. If saturation is not an objective, proximity to other cameras and the potential camera viewshed should be considered before any installation.

Privacy Considerations

The camera's viewshed itself is an important consideration even if there are no physical impediments to its view. Because of its expansive reach, privacy issues should also be evaluated before selecting a location. When examining potential viewsheds, surveyors need to determine whether any of the space within the camera's view includes areas for which there is a reasonable expectation of privacy. This is particularly the case for cameras that can see inside a home or office building. In these instances, some cities have incorporated a technology that "blacks-out" private spaces so that no images are recorded of activities in those areas. If similar steps cannot be instituted, an alternate location that does not pose privacy problems may become more attractive.

Weather Issues

Weather considerations also play an important role in determining camera location. While rain, snow, and wind do not typically choose one city block over another, it is possible for the elements to impact camera functioning depending on where they are positioned. When tall buildings flank each other, for example, they tend to funnel wind. Not only could this pick up debris that may affect camera visibility and its effectiveness, but it has the potential to physically damage the camera or its mounting apparatus when exposed for extended periods of time. Rain and snow require the protection of cameras so that the precipitation does not short-circuit them. Even the sun can cause problems for cameras; sun glare can at times "blind" cameras similarly to the way looking directly into the sun affects the vision of drivers. Though manufacturers are producing cameras with anti-glare lenses and other features to mitigate this risk, stakeholders should be aware that installing cameras in areas with abundant direct sunlight or reflective surfaces may present a glare issue.

Together, these criteria outlined above are critical to consider before choosing camera installation locations. While using one criterion alone may make an area appear more suitable than others, reviewing other criteria may reveal a critical deficiency. Using these elements to compare them against each other may reveal that due to an important deficiency, such as the inability to run electricity to a pre-existing pole, the initial location is less desirable. By evaluating several possible places to mount a camera and determining how functional it would be in each location, stakeholders can determine the best possible camera site. Camera placement decisions require considering the most appropriate and feasible mounting pole and determining whether that would provide an ideal viewshed, whether electricity could power that spot, whether the proximity of another camera makes the space less ideal, and whether private areas are within the camera's view. In the event that the answers to these questions are satisfactory, stakeholders should encounter few unanticipated problems to overcome post-installation.

Return to COTW Memo

Chapter 7.
Do the cameras need to be actively monitored?

Active versus Passive Monitoring

ACTIVE MONITORING

Pros:
- Has potential to disrupt crimes in-progress
- Assists in coordinating police and emergency response

Cons:
- May not catch every crime in its viewshed
- Cost

PASSIVE MONITORING

Pros:
- Less-expensive alternative
- Enables would-be monitors to be assigned to other roles

Cons:
- Reactive, not proactive
- More likely to miss crimes and related investigative information

During the course of deciding to implement a public surveillance system, city stakeholders should also decide whether the cameras should be monitored and to what extent. When cameras are monitored in real-time, it is referred to as "active monitoring," which involves an employee viewing camera footage and manipulating the camera's panning and zooming features to look for crime or suspicious activity. "Passive monitoring" refers to the reviewing of camera footage after a crime has taken place in an effort to identify a suspect, victim, witnesses, and any other information that might help assist investigators in closing the case. When not being actively monitored, cameras are typically set on automatic programming, which pans and zooms the camera on a preset sequence.

While reviewing footage is possible with active monitoring, viewing cameras in real-time offers an additional benefit in the ability to control the camera's viewshed, following events as they unfold. In the case of a crime in progress, a camera on passive monitoring could conceivably miss critical elements of the event simply because it was panning in a different direction from where the activity was taking place, rendering the camera footage of little or no use to investigators. If the same camera were being actively monitored, however, the person controlling the camera's movement could manipulate it to focus on the encounter between victim and offender, to follow the suspect after committing the crime, and to record other useful information, such as license plate numbers (See chapter 5) or potential witnesses. While it is conceivable that a camera being actively monitored still might nonetheless miss a crime taking place,

passive monitoring significantly increases those odds of doing so.

When considering active versus passive monitoring, a combination of both may be the best option for many agencies. By linking PTZ cameras to computer aided dispatch systems, passive cameras can be identified for active monitoring whenever a crime in progress call is received in that camera's viewshed. This minimizes the number of monitors necessary and flags specific areas at specific times for active viewing.

Value-Added through Active Monitoring

Public surveillance system administrators may choose among several types of camera monitors, including retired police officers, light-duty officers, officers on assignment, and civilian employees (at least one jurisdiction had interest in using citizen volunteers to monitor cameras for a time; however, this approach has since been discarded due to lack of interest by citizens in that community). Retired and light-duty officers are people most commonly employed as monitors. Several police departments believe the patrol experience translates into being a more effective camera monitor; patrol experience enables monitors to anticipate and detect crime events based on firsthand knowledge of situations and contexts that are conducive to crime. Indeed, the goal of active monitoring is to be aware of the situation before a crime takes place. If a situation is suspicious, an on-duty officer on patrol might be dispatched in order to disrupt a would-be crime before it happens. Even if an officer is not dispatched, a monitor watching a camera as the crime unfolds is able to focus on specific details that might prove fruitful in investigating and prosecuting the crime, such as the perpetrator's face, the license plate of the car the perpetrator used, or the escape route taken following the crime.

Public surveillance can provide critical information at a crucial time to first responders who do not know what dangers they may encounter.

In the absence of actively monitored cameras, response personnel responding to a call arrive with little to no information about the incident or potential dangers that may be present. If cameras are in the area, monitors can survey the scene while officers are in route, telling them the number of suspects, whether any of them are armed, their current location, and whether there is a need for medical personnel or additional back-up. This increases officer safety and allows for a more effective and directed response.

In addition, active camera monitoring can provide support for officers making an arrest until additional units arrive. When arresting a suspect, an officer remains in a potentially dangerous position. The suspect may try to resist arrest, possibly violently; other individuals may try to assault the officer as well. Active camera monitoring affords the ability to view the officer, the suspect, and the surrounding area continuously, providing real-time information to responding officers as needed.

While active monitoring has tangible benefits over passive monitoring, it is not always possible, particularly in areas that may have more cameras than monitors able to view them. In such cases, camera administrators program cameras to operate passively until a monitor brings the camera(s) into active mode. For example, in one study site, monitors are able to view up to four cameras simultaneously. When the operator moves on to another camera, that camera changes to active monitoring while the other ones revert back to a passive panning and zooming sequence.

Another limit to the appeal of active monitoring is the price tag. Active monitoring involves personnel and equipment that would otherwise not be required for passive monitoring, adding potentially hundreds of thousands of dollars to a police department's camera system expenditures each year. In addition, because many monitors are sworn personnel, a police department must determine its best allocation of resources, weighing whether it is more effective to have an officer monitoring a camera rather than out on patrol. Civilian personnel, retired officers, or light duty officers may be useful alternatives in this regard as they would not be eligible for other policing duties beyond monitoring.

Monitor Training

Training for monitors should entail both guidance on how to use cameras and interact with dispatch and patrol as well as cover the policies and procedures in place to safeguard privacy. Most agencies employ on-the-job learning to train monitors on actual camera use, with current monitors overseeing the training of new monitors. Because monitors tend to be sworn officers already, they typically need less instruction on what to look for or what constitutes a crime and more on how to use the technology itself to better assist officers in making an arrest and providing prosecutors with evidence that is used to secure a conviction. Active monitoring affords officers the ability to zoom in on facial features, other distinguishing marks, and movements that one would not otherwise be able to observe. One site reported, for example, that its monitors are trained to focus first on "faces and tags," as these elements are likely to prove the most useful when investigators review the footage later to generate suspect and witness lists. One monitor found that suspects apprehended after being caught via active monitoring were later claiming that there was a misidentification made and this individual was not the person who committed the crime. The monitor began requesting officers to bring the suspect to her in order to have a Polaroid picture taken. The monitor wanted to establish that the features and clothing of the person caught on video matched that of the suspect arrested so future claims of misiden-

tification could be proven to be unfounded. This is merely one of the lessons learned while on-the-job that do not fit neatly into a training manual, leading monitors to express a preference for the apprentice style of training over a more structured, classroom setting.

While experience may trump teaching for the most part in monitor training, it is nevertheless important for agencies to train all monitors in privacy and civil liberty rights before they begin working with the surveillance cameras. Although cameras are in public space, minimizing privacy expectations to some degree, their viewsheds at times can potentially see activities that are protected under First and Fourth Amendment rights. As such, monitors should be trained in what they can and cannot monitor, and must often sign pledges acknowledging disciplinary sanctions, including termination, for the violation of protected rights when monitoring.

Monitors are prohibited from viewing activity inside the windows of buildings. One city reported that residents can contact the police department and have particular windows appear "blacked-out" even during active monitoring, while another has strict monitoring guidelines that prohibit the focusing on literature being distributed or placed in public space in order to maintain citizens' rights to free speech (See chapter 3 for further information on this topic).

Variations in the Degree of Active Monitoring

Beyond deciding whether to actively monitor, several gradients within active monitoring are available to law enforcement. One city, for example, commits to active monitoring 24 hours per day, 7 days per week. Camera administrators there believe that unless a police department is utilizing active monitoring, it is not using the technology to its fullest potential. By contrast, another study site uses active monitoring to a much lesser degree, and was originally restricted to events with large crowds, such as concerts and protests. The site has since increased its use of active monitoring, but not nearly to the extent that the other sites do. Though these examples are at the poles of active monitoring, there is also an opportunity to incorporate active use somewhere in between. A city that is interested in active monitoring but is unable to afford paying one or more salaries for around-the-clock monitoring may chose to monitor actively during certain times of the day and to monitor passively during the remaining hours. For example, a city experiencing elevated crime activity during the hours of 8 PM – 3 AM could choose to actively monitor the cameras during those times, yet have the cameras passively recording during times of lower activity. This process would still enable officers and investigators to review footage if a crime occurred near a passive camera.

Typically, city stakeholders who decide to implement a surveillance system envision that the cameras will not only solve crimes, but will prevent them as well. If the objective of a criminal is to commit a crime without being caught, police cameras potentially monitoring and recording criminal activity should theoretically deter the criminals from offending. This theory is valid, however, only to the extent that cameras are used to catch perpetrators in the act or shortly thereafter. Without the ability to monitor cameras in real-time, the cameras may become

nothing more than an idle threat, losing their power with every crime committed in front of them without a prompt police response.

Camera administrators are confronted with many factors to weigh when deciding to monitor actively, passively, or to institute some combination of the two into a city's camera program. Costs, including time and resources, are certainly a critical consideration for many jurisdictions. These costs must be weighed against the enhanced ability to view and react to crimes in order to help solve and prevent criminal activity.

Chapter 8.
How is video footage used in investigations?

As described above, surveillance cameras can be useful in viewing crimes in progress, allowing monitors to dispatch officers to the scene of the event, and even holding potential for preventing a crime before it occurs. Yet cameras also have a purpose after a crime has occurred: aiding investigators in solving the case. Understanding the sequence of events that transpired when a crime occurred can be critical information for an investigator trying to locate evidence or develop a list of potential witnesses and suspects. Camera footage has the ability to assist this investigative process. Even if a camera does not capture an incident in its entirety, historical camera footage can still provide leads as to who witnessed the crime, how the series of events came about, and where evidence that may have been missed during the initial evidence collection process might be located. Video retrieval involves the extraction and review of footage while paying careful attention to chain-of-custody procedures, which are critical to the prosecutorial stage (See chapter 9). While cases are rarely solved solely by video evidence, investigators have found it an immensely useful and powerful tool when used in conjunction with other investigatory processes. This chapter discusses the process behind video retrieval and chain-of-custody safeguards. It then describes how investigators employ video footage to solve crimes and discusses investigators' perceptions of the advantages and limitations of video footage for investigations.

Video Retrieval

Investigators employ a variety of methods to learn whether a camera was located near the scene of a crime being investigated. In some cities, incident reporting forms include a box that the responding officer can check to indicate that a camera was in the general vicinity of the crime scene. In other jurisdictions, police departments maintain a centralized list of all camera locations, whereby an investigator needs only to reference the list to determine whether a camera could be potentially helpful; in some cases, computerized mapping is employed for this purpose. Many investigators, however, indicate that they know where most of the cameras are in their jurisdictions from previous experience, based on an intimate knowledge of the neigh-

borhoods in their area.

The locations of existing cameras in a city can be invaluable because investigators must often request video footage quickly after receiving the facts of the case. Camera hard drives typically have enough memory to record on a continuous loop for 24 to 72 hours—depending on the model of the camera and size of the hard drive—before overwriting the previously-recorded footage. Thus, an investigator may lose critical investigative information if he or she is not able to act quickly. For several cities, however, the process is streamlined so that an investigator can either access images directly, allowing for immediate review, or submit requests to a technician and receive the recording from one or more cameras in as little as one hour.

Evidence Recovery Using Video Footage in One Study Site:

Investigators found a man unconscious, having been struck in the back of the head with an object. Once revived, the victim reported that he did not see his attacker or the weapon. Checking nearby camera footage revealed not only that the attacker used a large tree branch to assault the man, but also where the perpetrator discarded it. Police found DNA on the branch, which assisted them in identifying the attacker.

While investigators are always hopeful that a camera recorded the crime of interest in its entirety with perfect clarity, useful information can often be obtained from surveillance footage even when the recording captured only parts of the event or the resolution is poor. As mentioned in chapter 4, there are two general types of cameras, fixed-site and those cameras with panning capabilities. With a stationary camera, if it happens to be pointed in the direction of a crime, it may be able to capture it more fully. With these cameras, however, events not within its immediate viewshed are not captured. Panning cameras, on the other hand, are able to survey larger areas, but their drawback is that during passive (non-monitored) surveillance, they may pan away from a crime in-progress. Even with seemingly incomplete video recordings, investigators can piece together information to identify the perpetrators, victims, and witnesses to a crime. This has been particularly useful for investigators combating a culture of "no snitching." Armed with proof that a particular person was in fact present at a crime scene, investigators have found it easier to persuade a witness to speak with them. In addition, cameras enable investigators to recreate the sequence of events leading to, during, and following the incident. In some cases, camera footage has revealed that an individual who appears to be the obvious victim was actually the aggressor. Recorded video has also been useful in identifying evidence that might not otherwise have been recovered through traditional investigations, such as license plate numbers of vehicles used by individuals at the scene of the crime or the location of weapons discarded by perpetrators after commission of the crime.

Training, Storage, and Chain-of-Custody

Many of the skills and strategies that are typically employed in investigating cases are applicable when using cameras to assist investigations. For instance, paying close attention to subtle details and connecting them to other known facts about the event are strategies regularly

employed by investigators regardless of the presence or absence of camera footage. As such, investigators do not usually participate in any formal training designed to enhance use of public surveillance as an investigative tool. When they do receive training, it is typically technical in nature, instructing detectives on how best to use the software rather than how best to incorporate video into their overall investigative approach. These technical issues tend to focus on chain-of-custody procedures.

Once video is retrieved, it becomes evidence in a case and is subject to all of the reporting and chain-of-custody requirements that are applicable to other pieces of evidence. In order to protect the rights of those who are documented on camera and the admissibility of the footage in court, proper storage policies surrounding where and for how long the recorded video should be kept becomes an important legal concern. There is no set standard for the period of time that video footage should be retained once it is downloaded from cameras. However, the CCTV Code of Practice, which is guided by the United Kingdom's Data Protection Act, advises that "images should not be retained for longer than is necessary" (Information Commissioner's Office 2008: 14) and should be guided by the purposes for which the footage was recorded. This advice is echoed by The Constitution Project, which prescribes that "recorded footage lacking evidentiary or other documented value should be destroyed as a matter of course after a specified time. Any decision to retain footage past the time period allotted in the policy should be specifically documented for subsequent review and audit" (Constitution Project: 26). For example, if footage was explicitly captured in the course of developing a case against a known group of organized criminals, prudence suggests that the footage is retained throughout the period of prosecution and case disposition, if not beyond that period. However, retaining footage of everyday activities with no explicit law enforcement or criminal justice purpose increases the risk that the footage will be misused and that individual privacy rights will be violated. This underscores the importance of ensuring that footage is both stored and destroyed securely.[24]

Maintaining strict chain-of-custody is important to investigators and prosecutors alike. For investigators, it ensures the quality and integrity of the case. For prosecutors, as discussed in chapter 9, when presenting video evidence, they need to prove the footage is authentic, detailing the steps that were taken to prevent alteration of any kind. One way to prove this is referencing chain-of-custody documents, which hold the person or persons in possession of the evidence accountable were the court or any agency to determine that tampering had occurred.

In early stages of public surveillance system adoption and use by law enforcement, investigators were able to obtain a computer disk of the video, and were they to deem it useless in assisting the investigation they would often simply throw it away. However, authenticity claims in court have led several jurisdictions to enhance chain-of-custody procedures, requiring that each disk be inventoried in the department's evidence room. Some jurisdictions allow for a

24 For further guidance, refer to The CCTV Code of Practice http://www.ico.gov.uk/upload/documents/library/data_protection/detailed_specialist_guides/ico_cctvfinal_2301.pdf (Information Commissioner's Office 2008) and the Guidelines for Public Video Surveillance http://www.constitutionproject.org/pdf/Video_Surveillance_Guidelines_Report_w_Model_Legislation4.pdf (Constitution Project 2009).

second copy to be placed in the case file for ease of reference. However, the copy used in trial would come from the evidence room, where records of who accessed it and for how long can be submitted at trial.

How Footage Supports Investigations



Source: Image from Baltimore Police Department

License plate of vehicle used after offense may lead investigators to the person responsible for the crime.

Video footage can assist detectives in investigating a case in a variety of ways: through both the identification of suspects, victims, or witnesses, and the recovering of evidence that was not collected initially. Cameras have an obvious ability to assist in identifications. Because they provide a visual record, given sufficient clarity, investigators may be able to identify persons who had left the scene of the incident before first responders could arrive. Take for example a perpetrator who attacks a victim and flees on foot. Were a camera to record a clear image of the perpetrator, this would be an extremely helpful piece of evidence in advancing the investigation. It is unlikely however, that camera evidence alone would be sufficient to close a case. Investigators will still need to talk to other officers or neighborhood residents or consult booking photos to put a name to the face. In addition, without additional investigative work to understand the full context of the crime event, cameras may erroneously lead to false conclusions. For example, a camera could falsely identify a person as a perpetrator who may well have actually been acting in self-defense. It is therefore important to emphasize that, while video can be a potentially powerful tool, detectives should not replace traditional investigative techniques with video footage in order to solve crimes. Rather, video should be viewed as augmenting investigative strategies, serving as an additional resource with the potential to increase the efficiency and effectiveness of an investigation.

In addition to identifying suspects and victims, surveillance cameras can assist in identifying witnesses, who can be critically important to investigators and prosecutors alike. Cameras assist in the witness identification process in two ways. First, as previously mentioned, they can identify witnesses who can provide a better account of what transpired during the incident, es-

pecially if the camera was not able to record the entire crime. Second, because cameras provide an objective account of the events, they can serve to corroborate or dispute witness statements. Cameras thus enable detectives to sift through statements to determine, for example, which individuals or components of their statements are truthful. On occasion, detectives have found individuals reporting what happened at the crime recant their statements or request to drop a filed complaint when the detective informs them that surveillance cameras will be consulted to verify their account.

Sound and thorough investigative work requires the collection of all possible evidence. Even if witnesses are identified and are forthcoming with information and the victim or victims are able to recount many of the details from the incident, surveillance footage has the potential to provide further information that is not available from any other source. Imagine a hypothetical case in which a perpetrator shoots a victim and then flees the scene. Though witnesses attempt to relay all possible information to detectives, the perpetrator remains unidentified. However, in reviewing video evidence from multiple cameras, detectives track the perpetrator along his escape route, identifying where he discarded his weapon. Detectives are then able to retrieve the firearm and lift fingerprints, which are then used to identify the perpetrator. In an example such as this, camera technology is invaluable.

Investigators also note that cameras are adept at creating leads through motor vehicle license plates. License plate numbers, retrieved from video footage, have been employed to identify suspects or witnesses. Using Department of Motor Vehicle records to obtain names and addresses, investigators have been able to generate and follow-up on additional investigative leads.

While outside the scope of this particular evaluation, investigators have also reported success in using private business camera footage to solve crimes. Implemented and utilized in a similar fashion to police cameras, detectives have found private cameras are often newer and therefore have better picture quality. When attempting to identify a suspect, this additional clarity increases the odds of a positive identification of suspects and witnesses. There are, however, drawbacks to using private cameras. First, because they are privately owned, businesses are not required to provide detectives with camera footage unless they are issued a subpoena to do so. By the time a subpoena is issued, however, the footage may have been overwritten. Investigators may have to invest extra time in speaking to the owners of these cameras and developing relationships in order to obtain the video. Further, these cameras are not police department property and the owners are not officers or contracted police department personnel. This factor may threaten chain-of-custody protocols and authenticity claims, because safeguards to prevent tampering are not employed until after the investigator receives the footage from the business owner. It is also important for jurisdictions to emphasize that investigators and prosecutors should not rely on private camera footage as an end-run around the rules and regulations governing public cameras. Moreover, if jurisdictions do acquire private footage, once that footage comes into government hands it should be governed by the same rules and regulations that apply to any government footage, whether the source is public or private. In summary, private

cameras can assist investigations, but detectives should understand the possible complications that are associated with this source of video evidence.

Investigator Perception of Video Utility

For detectives in jurisdictions aspiring to expand an existing camera program or to adopt a new one altogether, one of their concerns may be whether their workloads will increase due to the effort involved in incorporating video footage into the investigatory process. Detectives who have experience with video technology have observed that, although it is an additional step added to the process, the workload increase is negligible. Requesting the footage, reviewing it, and following-up on leads do take time. On the other hand, cameras can expedite investigations by identifying witnesses or evidence that may have otherwise taken longer to obtain. Detectives also report that they can typically determine, within an hour's time, whether camera evidence will assist the investigation.

The advantages of video evidence, however, are not without their complications. Investigators have found that cameras that could have recorded useful information for a case failed to capture critical images due to the fact that their hard drives had already overwritten the footage from that incident. It is not uncommon for a detective to find, after successfully obtaining the video, that the camera was not pointed in the right direction to capture pertinent details for the case, or that the footage it did record was too blurry to be useful to the investigation. Detectives caution against expecting too much from the technology due to these limits on its capabilities. Investigators also make a strong argument for active monitoring, as a camera is more likely to capture key events in a crime when operated by a person rather than a pre-programmed touring pattern. They also note that integrating other technology (elaborated further in chapter 5 of this guidebook) may further assist investigations. In fact, conventional wisdom suggests that any video footage recorded of a crime in progress should be retained regardless of image value. Regardless of their past experiences with the technology, detectives who have incorporated cameras into their standard investigative procedures stress that while video footage has the potential to substantially contribute to an investigation it is not a tool that replaces other practices. Rather, it must be an integrated component along with other investigatory processes that are all necessary to successfully solve a case.

Chapter 9.
How can video footage be used in trials?

Prosecutors and defense attorneys primarily use video footage from public surveillance systems as an investigatory tool, employing similar strategies as those discussed in the preceding chapter addressing use in investigations.[25] In the ideal scenario, video footage can clearly identify a suspect, victim, or witness. While video footage often falls short of this ideal, attorneys have developed strategies to employ footage to build or cast doubt upon cases. Camera footage has the potential to influence four key points in a legal case: the decision to prosecute, plea negotiations, witness deposition, and testimony in court. Typically, attorneys use footage to confirm or refute the accuracy of witness testimony or provide useful context for the incident in question. While public surveillance video is not universally helpful in trials, its potential benefits may outweigh the additional administrative costs associated with its use.

Use in Cases

Video footage can assist both prosecutors and defense attorneys at each stage in a case by providing a means of corroborating or discrediting witness statements or events. When deciding whether to prosecute a case, attorneys use footage to examine the incident itself and the activity surrounding the scene, as well as activities occurring shortly before and immediately after the criminal event. Attorneys can dismiss unfounded complaints or charges if footage refutes or casts doubt upon an alleged incident. Conversely, a case that may have been dismissed can be bolstered through video confirmation. This type of confirmation can be particularly helpful when either the victim or witness lacks credibility, such as a case in which the victim was the initial aggressor in a conflict.

25 Information on video evidence used in trial derives from interviews conducted with attorneys in each of the study sites. Information on defense attorney usage is drawn primarily from two studies with similar methodologies conducted on the Los Angeles and San Francisco camera systems (see Cameron, Aundreia, Elke Kolodinski, Heather May, and Nicholas Williams. 2008. Measuring the Effects of Video Surveillance on Crime in Los Angeles. CRB-08-007. Sacramento, CA: California Research Bureau; King, Jennifer, Deirdre Mulligan, and Steven Raphael. 2008. CITRIS Report: The San Francisco Community Safety Camera Program. Berkeley, California: University of California Center for Information Technology Research in the Interest of Society.).

Following the decision to prosecute, the existence of video footage can influence both the willingness of defense attorneys to seek a plea agreement, as well as the terms negotiated. A clear image of the defendant committing the crime provides the prosecutor with significant leverage in a plea negotiation, while ambiguous or ameliorating footage assists the defense.

Should a case move to trial, video footage is typically used to validate or refute witness testimony, providing a visual statement for jurors. Footage plays a role in determining witness quality and informing decisions on who to subpoena to testify. If a witness' testimony is confirmed by video evidence, his or her story gains credibility in the eyes of the jurors or judge deciding the case. Attorneys also rely on footage to cast doubt on witnesses by showing discrepancies or inconsistencies between the testimony and details included on the film, showing limitations in the vantage point of the witness, or questioning alibis or presence at the scene. Additionally, video footage may depict subtleties such as body language, interactions between witnesses or key actors, and the presence of a weapon that could add context to testimony.

Advantages and Disadvantages of Video Evidence

Attorneys report that for many jurors, video evidence can be more credible than an eyewitness. Attorneys tout video footage as an unbiased account of an event since a tape, unlike a witness, cannot lie or forget details. Those who have used footage in trials therefore report it to be a very powerful and effective piece of evidence. The prevalence of public surveillance technology in popular culture, however, also presents a challenge for attorneys in jury trials. Jurors have come to expect advanced forensic and technological evidence and hold unrealistic expectations about the quality of such evidence like camera footage, a phenomenon known as the "CSI Effect" by many criminal justice professionals. As a result, jurors may falsely conclude that the lack of such evidence means that the defendant is not guilty. To compensate for this perception, attorneys may wish to present footage even if quality is poor, and offset jurors' assumptions by addressing technological limitations at the outset.

Indeed, issues with camera tours and image quality can seriously limit the usefulness of video footage in a trial. When an unmonitored camera captures a crime in progress, for example, it does not typically record the entire event due to its automatic panning tour. In this situation, attorneys must resort to circumstantial evidence or the surrounding events captured by the camera to piece together a story for the court. Limited visibility at night or in inclement weather also restricts the utility of camera footage, as images may not be clear enough to provide an accounting of events.

Procedural Considerations

Video footage is subject to the same standards as other evidence submitted during a trial. Specifically, attorneys must establish a foundation for the video evidence and demonstrate its authenticity. Footage cannot be introduced independently or in lieu of testimony, and requires one or more witnesses to establish the appropriate context. Typically, a police officer or IT professional is called upon to testify about authenticity by explaining encryption protections, the chain-of-custody for footage, and any relevant security certificates. This testimony should also include location, time, whether the footage could have been tampered with, and who had access to the footage. Once a video is demonstrated to be authentic, the attorney must then provide a witness who can explain who is captured on the video and describe the events shown. This witness could be a civilian witness or a police officer, and may be the same individual used to establish authenticity.

Preparing and using video footage in trials clearly involves additional effort. However, while time estimates vary widely, the general consensus among prosecutors is that video footage adds nominal time to case preparation, and is no more labor intensive than other forms of evidence. In some jurisdictions, however, the technology associated with presenting video footage in court can involve additional preparation time. In one study site, for example, footage can only be viewed from specific security-enhanced laptops available for use in the courtroom. Attorneys must therefore go through the extra step of procuring the appropriate technology or technicians to view the footage. In some circumstances, the availability of footage has actually reduced case preparation time by filtering out unfounded charges or reducing the time required for identifying witnesses and convincing them to testify.

While few jurisdictions offer formal guidance on the uses and procedures for video use in trials, training could aid prosecutors and defense attorneys in presenting video evidence in the most effective way. Attorneys may benefit from formal introductions to topics such as software use for presenting footage in court; the capabilities and limitations of the public surveillance system generally; strategies for presenting evidence in a convincing way during trials; and evidentiary integrity procedures.

For trials, video footage can be an extremely compelling piece of evidence that requires little, if any, additional time. Indeed, video footage can limit the number of officers necessary to prosecute a criminal case. By having video evidence available for court proceedings, officers may be relieved from their responsibility to attend and present testimony.

Though quality and content may fall short of juror's expectations, video footage can be useful in providing an unbiased depiction of details or context surrounding witness testimony even if the crime itself is not captured. As with other forms of evidence, video evidence cannot stand alone and requires witness testimony to establish relevance to the court case. For most attorneys who have used video evidence, the potential benefits outweigh the procedural and technological costs of the system.

Chapter 10. Conclusion

As this guidebook has outlined in detail, those charged with implementing or expanding public surveillance systems must consider many factors in their decision-making processes. While each factor on its own may have a marginal effect on the utility and cost-effectiveness of a public surveillance system, together they are critical to ensuring that public funds are used soundly and that investments yield the greatest possible crime control benefits. Doing so requires detailed planning, collaborative decision-making, strategic investments, and the full integration of public surveillance into the operations of a law enforcement agency.

Perhaps the single greatest investment of staff resources associated with a public surveillance system should occur during the planning and implementation phase, particularly in setting the groundwork for system implementation. Soliciting community input through the convening of open public meetings, the invitation of public comment, and the clear explication of the rationale behind camera placement decisions are important undertakings. In addition, developing and disseminating written policies on the proscribed use and dissemination of footage, including planned restrictions and security measures, can go a long way toward building public support for a camera system. Doing so sets in stone what is permitted and what is not. Written policy educates but it also serves as a basis for implementing discipline when a member uses the technology in a manner for which it is not intended. That said, jurisdictions should carefully consider the advantages of implementing relatively restrictive guidelines on camera use versus the disadvantages of overly restrictive guidelines that may limit the ability to use cameras to their greatest capacity.

While the groundwork for camera investment is being laid, jurisdictions should give careful consideration to planning and procurement activities. As revealed by the experiences of evaluation sites, the cost of the cameras themselves is minimal compared to the costs of installation, maintenance, and monitoring. Toward this end, jurisdictions investing in public surveillance systems should be prepared to do their own homework rather than relying on the advice of vendors, as it is not in a vendor's interest to highlight in detail all the hidden costs associated with surveillance systems. Those planning an investment in public surveillance should also be aware of the fact that camera technology is constantly evolving: each subsequent generation of cameras offers greater resolution and potentially more useful features. Thus, a thoughtful investment strategy will involve the procurement of the best affordable technology while building in plans

for camera upgrades. One caveat to that advice, however, is for jurisdictions to weigh the pros and cons of cameras that produce superior image quality, because the greater the image quality, the greater the strain on video storage capacity.

With regard to camera placement, jurisdictions should understand at the outset that regardless of identification of hot spots of criminal activity, the ultimate locations of cameras will be guided by infrastructure (including proximity to power sources) and the camera technology employed, as well as characteristics of the natural and man-made environment. Wireless camera systems, for example, require consideration of the location of cameras and antennas in relation to trees, physical obstructions, and other cameras.

Public surveillance system decision-makers will also need to carefully weigh the costs and benefits of active monitoring. Active monitoring can aid in the disruption of crimes in progress and is also useful for later investigative and prosecution purposes because monitors can zoom into a scene to record important details that may not be captured through a pre-programmed camera tour. However, active monitoring requires significant resources and may also raise concerns among the public about whether cameras are being used in accordance with constitution rights.

Regardless of whether cameras are actively or passively monitored, this guidebook highlights the importance of training. All those engaged in camera monitoring and video footage use must be trained in constitutional law, privacy policies, and chain-of-custody practices. Moreover, while on-the-job training for camera monitors is typically sufficient, training is often necessary for detectives and prosecutors on how best to employ camera footage in their investigations and cases. This training should include information on how to retrieve and use footage and its potential value to their cases, as well as the limitations associated with video evidence and the fact that it typically enhances rather than serves as a substitute for witness testimony. Training is also critical in ensuring that policies are clearly defined with regard to how, when, and to whom video images may be released, which individuals and agencies possess the authority to release them, and what restrictions and safeguards apply in doing so.

Finally, inasmuch as the promise of public surveillance as a crime prevention and control tool is a powerful motivator for those investing in the technology, it is important to view it in the context of a larger community policing framework. Public surveillance alone is not a silver bullet, but simply another crime control and investigative tool. That tool should be employed along with other policing strategies, such as CompStat and community-oriented problem-solving strategies. Further, it is important for jurisdictions to understand that surveillance technology is only as good as the manner in which it is employed. If it is employed minimally or is not well integrated into other policing functions, it is unlikely to yield a significant impact on crime.

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Appendix B. Additional Resources

The following guidebooks from the Office of Community Oriented Policing Services (the COPS Office) offer practitioner oriented advice. Guidebooks such as *Sting Operations and Dealing with Crime and Disorder in Urban Parks* discuss how public surveillance systems can be employed to support other law enforcement activities. Others cover how to best implement public surveillance as a strategic problem solving tool.

Guidelines for Public Video Surveillance: A Guide to Protecting Communities and Preserving Civil Liberties, by The Constitution Project (Washington, D.C.: 2007). This publication offers comprehensive and detailed guidance for state and local officials investing in or already using public surveillance systems, enabling them to use the technology in a manner that protects residents' privacy rights and civil liberties. http://www.constitutionproject.org/pdf/Video_Surveillance_Guidelines_Report_w_Model_Legislation4.pdf

Video Surveillance of Public Places, by Jerry Ratcliffe (U.S. Department of Justice, Office of Community Oriented Policing Services 2006). Part of the Problem-Oriented Guides for Police, Response Guides series, this guidebook provides an overview of public surveillance systems for a law enforcement audience. Specifically, it addresses logistical considerations, implementation and use questions, and offers background on managing the concerns of the public. The document is available at http://www.cops.usdoj.gov/RIC/ResourceDetail.aspx?RID=226.

Analyzing Crime Displacement and Diffusion, by Rob T. Guerette (U.S. Department of Justice, Office of Community Oriented Policing Services 2009). Discusses concerns about diffusion and displacement surrounding the implementation of problem-oriented policing efforts. This study, part of the Problem-Oriented Guides for Police, Problem-Solving Tools series, also offers strategies for measuring and managing crime prevention impact at the local level. The document is available at: http://www.cops.usdoj.gov/RIC/ResourceDetail.aspx?RID=531.

Dealing with Crime and Disorder in Urban Parks, by Jim Hilborn (U.S. Department of Justice, Office of Community Oriented Policing Services 2009). This guidebook for managing crime in park settings, one in the Problem-Oriented Guides for Police, Problem-Specific Guides series, addresses how surveillance cameras have been used as part

of a policing strategy to prevent crime in parks and recreational areas. The guidebook is available at http://www.cops.usdoj.gov/RIC/ResourceDetail.aspx?RID=527.

Improving Street Lighting to Reduce Crime in Residential Areas, by Ronald V. Clarke (U.S. Department of Justice, Office of Community Oriented Policing Services 2009). This guide evaluates the public safety outcomes associated with improving street lighting and discusses lighting enhancements as a potential alternative to surveillance cameras. This report is in the Problem-Oriented Guides for Police, Problem-Specific Guides series. The guide is available at http://www.cops.usdoj.gov/RIC/ResourceDetail.aspx?RID=510.

Sting Operations, by Graeme R. Newman (U.S. Department of Justice, Office of Community Oriented Policing Services 2007). This guidebook, part of the Problem-Oriented Guides for Police, Response Guides series, provides information on how public surveillance can be employed for sting operations. The guidebook is available at http://www.cops.usdoj.gov/RIC/ResourceDetail.aspx?RID=443.

Implementing Responses to Problems, by Rick Brown and Michael S. Scott (U.S. Department of Justice, Office of Community Oriented Policing Services 2007). As a part of the Problem-Oriented Guides for Police, Problem-Solving Tools series, this guidebook offers assistance in implementing problem-oriented solutions to crime problems. The guidebook is available at http://www.cops.usdoj.gov/RIC/ResourceDetail.aspx?RID=432.

The following four studies describe evaluations of public surveillance use in other jurisdictions, detailing the challenges and strategies cities and key stakeholders have faced in public surveillance implementation:

CITRIS Report: The San Francisco Community Safety Camera Program, by Jennifer King, Deirdre K. Mulligan, and Steven Raphael (University of California, Berkeley, Center for Information Technology Research in the Interest of Society, 2008). This report evaluates the effectiveness of the Community Safety Camera program in San Francisco, California. This detailed report examines program goals; measures crime impact; and evaluates management, use, and perceptions of the system. For more information, refer to the following website: http://www.citris-uc.org/news/SFcamerastudy.

Measuring the Effects of Video Surveillance on Crime in Los Angeles, by Aundreia Cameron, Elke Kolodinski, Heather May and Nicholas Williams (California Research Bureau, 2008). This report includes an overview of public surveillance use in the state of California, a meta-analysis of 44 public surveillance evaluations, and a more specific evaluation of the impact of public surveillance cameras on crime rates in the city of Los Angeles. The report is available at http://www.library.ca.gov/crb/08/08-007.pdf.

CCTV Camera Evaluation, by Jerry Ratcliffe and Travis Taniguchi (Temple University, 2008). Authors measured crime in the vicinity of CCTV cameras within the city of Philadelphia, Pennsylvania, using weighted displacement quotient (WDQ) and hierarchical

linear model (HLM) analyses. The report is available at http://www.temple.edu/cj/misc/PhilaCCTV.pdf.

Effects of Closed Circuit Television Surveillance on Crime, reviewed by Brandon C. Welsh and David P. Farrington (Home Office Research, Development, and Statistics Directorate, 2008). This is the most comprehensive meta-analysis of evaluations of CCTV effectiveness, containing 44 studies spanning various settings and countries, though most evaluations included were conducted in the UK. For more information, refer to the following website:
http://www.campbellcollaboration.org/library.php.

The resources cited below describe how mapping can be employed with public surveillance. For example, mapping crime "hot spots" can guide camera placement decisions, and mapping crime following camera installation can help identify crime reduction, displacement, and diffusion. If your jurisdiction does not currently employ mapping, partnering with local experts such as universities or nonprofit data centers can be an effective strategy in acquiring mapping expertise and support.

The National Institute of Justice (NIJ) Mapping and Analysis for Public Safety (MAPS) program. Provides resources and publishes reports on the use of mapping in criminal justice research and practice. More information is available at their website: http://www.ojp.usdoj.gov/nij/maps/welcome.htm.

Crime Mapping and Analysis Program (CMAP). Funded by the National Institute of Justice, this program provides no-cost mapping training courses for law enforcement personnel. For more information, refer to the following website: http://www.justnet.org/Pages/cmap.aspx.

Police Foundation Crime Mapping and Problem Analysis Laboratory (CMPAL). This COPS-supported project offers practical assistance on mapping software, use, and current applications in the field. For more information, refer to the following website: http://www.policefoundation.org/docs/crime_mapping.html.

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Using Public Surveillance Systems for Crime Control and Prevention is designed to guide city administrators, law enforcement agencies, and their municipal partners in implementing and employing public surveillance systems in a manner that will have the greatest impact on public safety. It details the various aspects of a system that are integral in yielding a cost-beneficial impact on crime, including budgetary considerations, camera types and locations, how best to monitor cameras, and the role that video footage plays in investigations and prosecutions. This publication also highlights the most prominent lessons learned, in an effort to guide both city administrators and jurisdictions that are currently investing in cameras for public safety purposes, as well as inform those that are contemplating adopting their own public surveillance systems.



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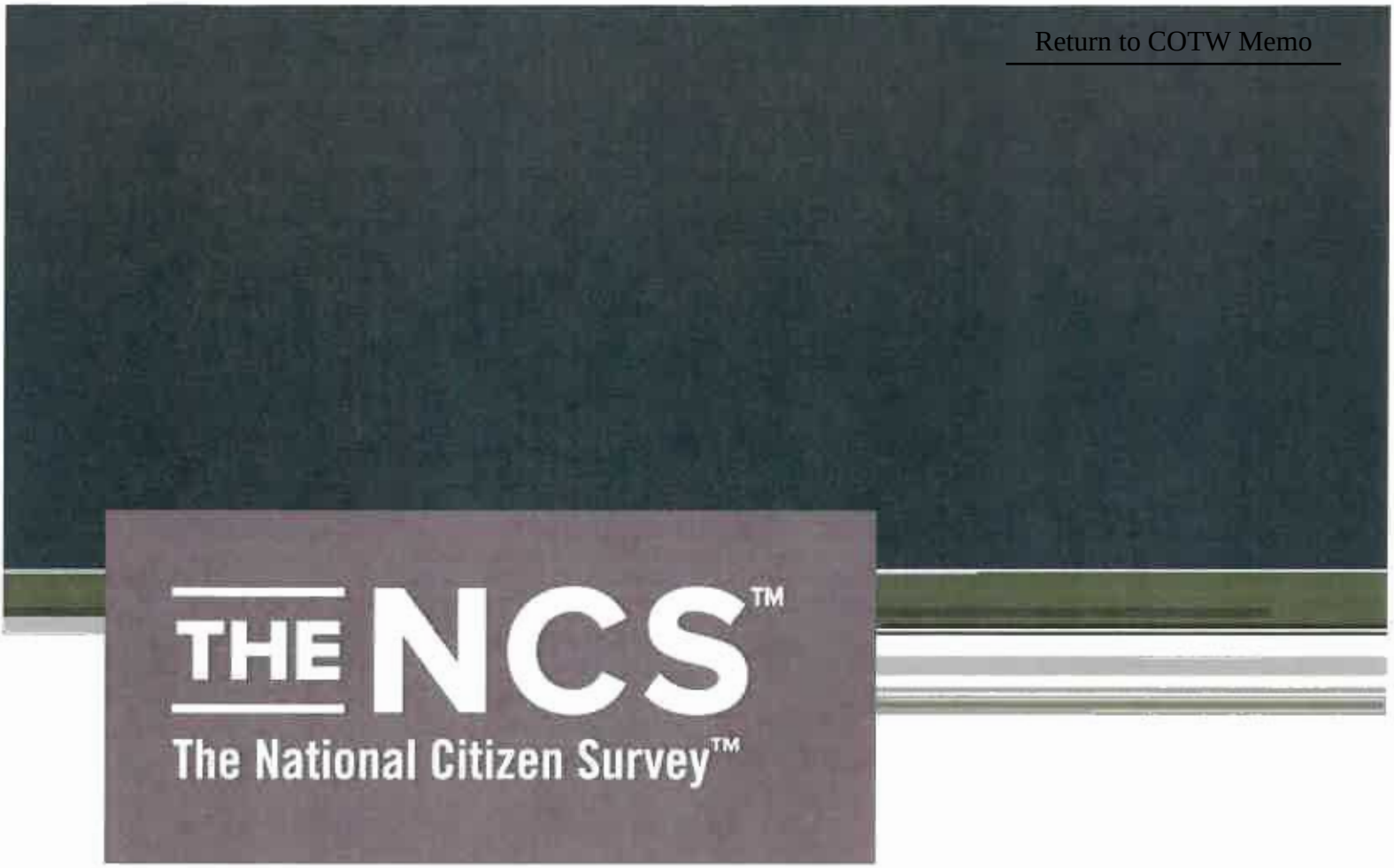
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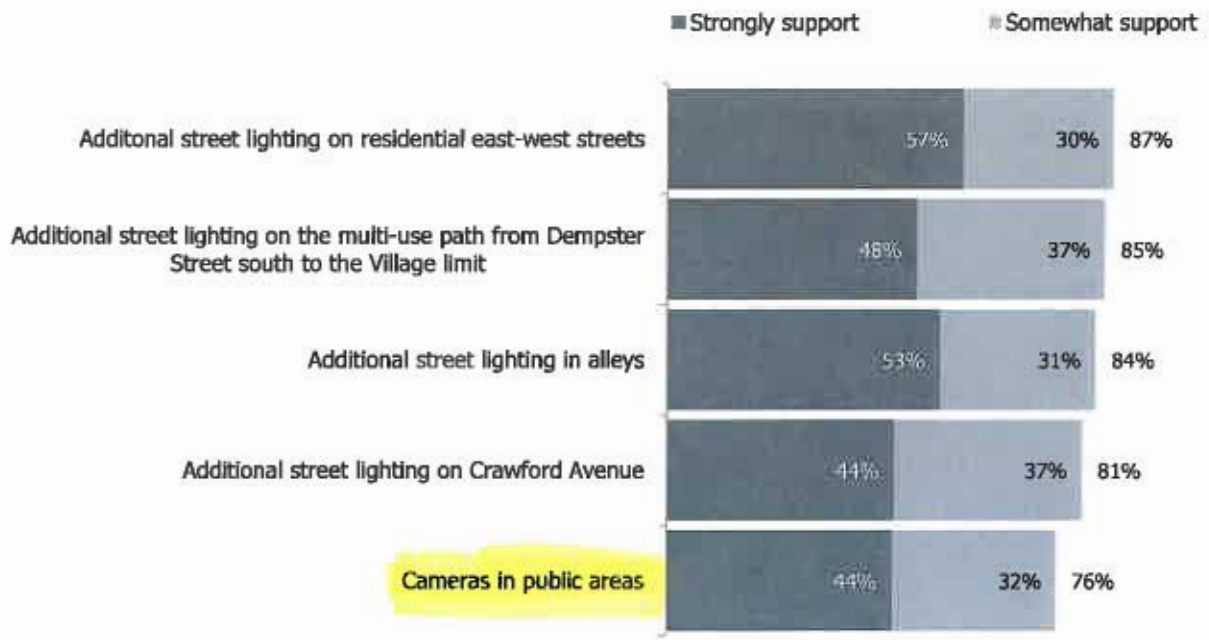
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The second question asked residents about their support or opposition to Village investment in a number of areas. A majority indicated they would strongly or somewhat support each of the potential investments. Additional street lighting on residential east-west streets and additional street lighting in alleys received the highest levels of support, followed by additional street lighting on the multi-use path from Dempster Street south to the Village limit.

Figure 5: Support for Village Investment
How much do you support or oppose Village investment in each of the following?



How much do you support or oppose Village investments in each of the following? (Percent rating as "strongly support" or "somewhat support").	Number of years in Skokie			Housing unit type		Annual household income			Age			Gender		
	5 years or less	6 to 20 years	More than 20 years	Detached	Attached	$49,999 or less	$50,000 to $99,999	$100,000 or more	18-34	35-54	55+	Female	Male	Overall
Additional street lighting in alleys	86%	79%	87%	82%	85%	87%	79%	83%	77%	85%	86%	89%	77%	84%
Additional street lighting on the multi-use path from Dempster Street south to the Village limit	88%	82%	87%	83%	89%	89%	81%	85%	72%	88%	90%	92%	77%	85%
Cameras in public areas	69%	78%	79%	75%	78%	72%	69%	79%	62%	78%	80%	78%	73%	76%

Table 31: Impact on Recycling from Home

Please indicate the impact, if any, each of the following would have on the amount you recycle from home each week. Would you recycle much more, somewhat more, or would you not recycle more? (Percent rating as "much more" or "somewhat more").	Number of years in Skokie			Housing unit type		Annual household income			Age			Gender		
	5 years or less	6 to 20 years	More than 20 years	Detached	Attached	$49,999 or less	$50,000 to $99,999	$100,000 or more	18-34	35-54	55+	Female	Male	Overall
Better understanding of what materials can be recycled	88%	80%	77%	77%	86%	82%	75%	86%	91%	84%	73%	82%	81%	81%
Better understanding of how to prepare materials for recycling	87%	79%	73%	75%	84%	82%	76%	82%	89%	84%	70%	78%	80%	79%
More indoor space to collect recyclable materials	89%	70%	57%	62%	80%	80%	68%	69%	93%	71%	57%	70%	71%	70%
Larger outdoor recycling container	82%	68%	56%	61%	77%	79%	59%	68%	81%	73%	56%	68%	68%	67%
Assistance from friend or neighbor to move the recycling container to and from the curb	55%	46%	36%	33%	60%	66%	42%	32%	44%	52%	40%	41%	50%	44%

Table 32: Community Characteristics - Skokie-Specific Items

Percent rating positively (e.g., excellent/good, very/somewhat safe)	Number of years in Skokie			Housing unit type		Annual household income			Age			Gender		
	5 years or less	6 to 20 years	More than 20 years	Detached	Attached	$49,999 or less	$50,000 to $99,999	$100,000 or more	18-34	35-54	55+	Female	Male	Overall
In your neighborhood after dark	75%	72%	72%	76%	69%	67%	76%	77%	66%	77%	75%	71%	75%	73%
In Skokie's downtown area after dark	81%	79%	65%	72%	78%	75%	77%	75%	75%	78%	72%	73%	77%	75%
Ease of travel by train in Skokie	68%	81%	82%	80%	76%	82%	79%	72%	74%	79%	79%	87%	69%	78%
Ease of travel by bus in Skokie	80%	86%	80%	84%	82%	82%	86%	80%	89%	83%	78%	86%	79%	83%

Table 33: Participation - Skokie-Specific Items

Percent rating positively (e.g., always/sometimes, more than once a month, yes)	Number of years in Skokie			Housing unit type		Annual household income			Age			Gender		
	5 years or less	6 to 20 years	More than 20 years	Detached	Attached	$49,999 or less	$50,000 to $99,999	$100,000 or more	18-34	35-54	55+	Female	Male	Overall
Paid a cable television bill	75%	61%	65%	67%	64%	63%	64%	71%	70%	68%	63%	69%	63%	66%

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How much do you support or oppose Village investments in each of the following?	Strongly support		Somewhat support		Somewhat oppose		Strongly oppose		Total	
Additional street lighting on the multi-use path from Dempster Street south to the Village limit	48%	N=174	37%	N=133	11%	N=39	4%	N=14	100%	N=360
Cameras in public areas	44%	N=159	32%	N=119	16%	N=57	8%	N=31	100%	N=366

Table 49: Question 16

Please indicate the impact, if any, each of the following would have on the amount you recycle from home each week. Would you recycle much more, somewhat more, or would you not recycle more?	Much more		Somewhat more		Would not recycle more		Total	
Better understanding of what materials can be recycled	41%	N=151	40%	N=147	19%	N=72	100%	N=370
Better understanding of how to prepare materials for recycling	36%	N=134	42%	N=157	21%	N=79	100%	N=370
More indoor space to collect recyclable materials	33%	N=121	37%	N=136	30%	N=108	100%	N=366
Larger outdoor recycling container	35%	N=129	33%	N=120	33%	N=120	100%	N=368
Assistance from friend or neighbor to move the recycling container to and from the curb	13%	N=48	31%	N=111	56%	N=200	100%	N=359

Table 50: Question D1

How often, if at all, do you do each of the following, considering all of the times you could?	Never		Rarely		Sometimes		Usually		Always		Total	
Recycle at home	6%	N=22	7%	N=25	12%	N=46	19%	N=73	56%	N=211	100%	N=376
Purchase goods or services from a business located in Skokie	2%	N=7	5%	N=17	29%	N=110	40%	N=149	25%	N=93	100%	N=376
Eat at least 5 portions of fruits and vegetables a day	3%	N=10	14%	N=54	27%	N=102	32%	N=119	24%	N=90	100%	N=375
Participate in moderate or vigorous physical activity	3%	N=10	15%	N=57	31%	N=118	33%	N=125	17%	N=65	100%	N=375
Read or watch local news (via television, paper, computer, etc.)	4%	N=15	8%	N=31	20%	N=73	26%	N=98	42%	N=156	100%	N=374
Vote in local elections	12%	N=46	7%	N=28	15%	N=58	25%	N=94	40%	N=149	100%	N=374

Table 51: Question D2

Would you say that in general your health is:	Percent	Number
Excellent	16%	N=61
Very good	44%	N=166
Good	32%	N=121
Fair	8%	N=29
Poor	1%	N=3
Total	100%	N=379

Table 52: Question D3

What impact, if any, do you think the economy will have on your family income in the next 6 months? Do you think the impact will be:	Percent	Number
Very positive	4%	N=16
Somewhat positive	24%	N=89
Neutral	57%	N=213
Somewhat negative	12%	N=45
Very negative	3%	N=12
Total	100%	N=375

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12. Please rate the following categories of Skokie government performance:

	Excellent	Good	Fair	Poor	Don't know
The value of services for the taxes paid to Skokie	1	2	3	4	5
The overall direction that Skokie is taking	1	2	3	4	5
The job Skokie government does at welcoming citizen involvement	1	2	3	4	5
Overall confidence in Skokie government	1	2	3	4	5
Generally acting in the best interest of the community	1	2	3	4	5
Being honest	1	2	3	4	5
Treating all residents fairly	1	2	3	4	5

13. Please rate how important, if at all, you think it is for the Skokie community to focus on each of the following in the coming two years:

	Essential	Very important	Somewhat important	Not at all important
Sense of community	1	2	3	4
Overall ease of getting to the places you usually have to visit	1	2	3	4
Quality of overall natural environment in Skokie	1	2	3	4
Overall "built environment" of Skokie (including overall design, buildings, parks and transportation systems)	1	2	3	4
Health and wellness opportunities in Skokie	1	2	3	4
Overall opportunities for education and enrichment	1	2	3	4
Overall economic health of Skokie	1	2	3	4
Overall feeling of safety in Skokie	1	2	3	4

14. Please rate how important, if at all, you think it is for the Village to invest in each of the following community programs to increase the sense of community in Skokie:

	Essential	Very important	Somewhat important	Not at all important
Increased/improved neighborhood watch groups	1	2	3	4
Opportunities to get to know your neighbors	1	2	3	4
Block parties	1	2	3	4
Neighborhood clean-up events	1	2	3	4
Learning about diverse perspectives, including races and cultures	1	2	3	4

15. How much do you support or oppose Village investment in each of the following?

	Strongly support	Somewhat support	Somewhat oppose	Strongly oppose
Additional street lighting on residential east-west streets	1	2	3	4
Additional street lighting on Crawford Avenue	1	2	3	4
Additional street lighting in alleys	1	2	3	4
Additional street lighting on the multi-use path from Dempster Street south to the Village limit	1	2	3	4
Cameras in public areas	1	2	3	4

16. Please indicate the impact, if any, each of the following would have on the amount you recycle from home each week. Would you recycle much more, somewhat more, or would you not recycle more?

	Much more	Somewhat more	Would not recycle more
Better understanding of what materials can be recycled	1	2	3
Better understanding of how to prepare materials for recycling	1	2	3
More indoor space to collect recyclable materials	1	2	3
Larger outdoor recycling container	1	2	3
Assistance from a friend or neighbor to move the recycling container to and from curb	1	2	3

17. Is there a community issue or concern to you that is not addressed in this survey? Please explain.

The National Citizen Survey™ • © 2001-2015 National Research Center, Inc.

Return to COTW Memo

Village of Lincolnwood
Village Board Committee of the Whole

Commission: Economic Development

Chairperson: James V. Persino
Vice Chair James Kucienski
James Berger
Myles Berman
Genelle Iocca
Patrick Kaniff
Paul Levine
Patrick McCoy
Terrance Strauch

Previous EDC members who served during this report period:
Maureen Ehrenberg
William Pabst
Nadia Senuita

Summary of Significant Activities of the Previous Two Years:

- Recommended
  - Brickyard Bank PEP Grant Request
  - Against a Code Amendment to Permit Video Gaming
  - Airoom Building and Airoom Plaza PEP Grant Requests
  - Village Consent to 7C Cook County Property Tax Abatement for 4555 Chase Avenue
  - Statement to Village Board supporting Binny's Store Proposal
  - Village Consent to 7B Cook County Property Tax Abatement for Former Dominick's Store
  - Transfer of Volume Cap to Upper Illinois River Valley Development Authority

- Reviewed/Considered
  - TIF Budgets Annually
  - Implementation of Economic Development Work Plan & Update on the Plan
  - Current/Upcoming Development-Related Projects
  - Devon Avenue Streetscape Plan
  - Update on 2005 Lincoln Avenue Corridor Plan
  - Status of Lincoln Avenue Property Redevelopment
  - Proposed Rezoning of Kow Kow Restaurant Property to R-4 Zoning for a Residential Development

FY 2016-2018 Anticipated Activities/Goals

- Consider Hotel Tax incentive request for Hyatt Place Hotel
- Continue to review PEP/GIFT grant requests
- Continue to review TIF budgets and requests to transfer of Volume Cap
- Consider TIF Incentive proposal for former Purple Hotel site
- Continue to review progress of Economic Development Work Plan

Specific Questions or Comments for the Village Board:

- Consider Restarting existing Lincoln-Touhy TIF
- Consider budgeting for Consultant to prepare a Marketing/Branding Economic Development Plan

Return to VB Agenda

VILLAGE OF LINCOLNWOOD
PRESIDENT AND BOARD OF TRUSTEES
REGULAR MEETING
VILLAGE HALL COUNCIL CHAMBERS
7:30 P.M., JANUARY 3, 2017

AGENDA

I. Call to Order

II. Pledge to the Flag

III. Roll Call

IV. Approval of Minutes

1. Village Board Minutes – December 20, 2016

V. Warrant Approval

VI. Village President's Report

VII. Consent Agenda (If anyone wishes to speak to any matter on the Consent Agenda, a Speaker's Request Form must be completed, presented to the Village Clerk, and the matter will be removed from the Consent Agenda and added to Regular Business.)

1. Approval of a Resolution Approving Payment for Software Licenses from OSSI Sungard for E9-1-1 Computer-Aided Dispatch and Mobile in the Amount of $30,572 (Appears on Consent Agenda Because it is a Routine Function of Government)

2. Approval of a Resolution Authorizing a Contract Renewal with Best Quality Cleaning, Inc. of Franklin Park, Illinois for Janitorial Services in the Amount of $38,760 (Appears on Consent Agenda Because it is a Routine Function of Government)

VIII. Regular Business

3. Consideration of a Recommendation by the Plan Commission in Case #PC-10-16 to Approve Special Uses and Certain Variations of the Zoning Code to Permit a New Multi-Tenant Commercial Building with a Drive-Through and Off-Street Parking Area at 4320 West Touhy Avenue

IX. Manager's Report

X. Board, Commission, and Committee Reports

XI. Village Clerk's Report

XII. Trustee Reports

XIII. Public Forum

Return to VB Agenda

XIV. Adjournment

DATE POSTED: December 30, 2016

All Village Board meetings are broadcast live to residents on Comcast Cable Channel 6, AT&T U-VERSE Channel 99, RCN Channel 49, and online at Lincolnwood.tv at 7:30 p.m. Rebroadcasts of Village Board meetings can be viewed one week following the live broadcast at 1:00 p.m. and 7:30 p.m. on cable television or online at lwdtv.org or on the Lincolnwood Mobile App.

VILLAGE OF LINCOLNWOOD
PRESIDENT AND BOARD OF TRUSTEES
REGULAR MEETING
VILLAGE HALL COUNCIL CHAMBERS
DECEMBER 20, 2016

DRAFT

Call to Order

President Turry called the regular meeting of the Lincolnwood Board of Trustees to order at 7:30 PM, Tuesday, December 20, 2016, in the Council Chambers of the Municipal Complex at 6900 N. Lincoln Avenue, Village of Lincolnwood, County of Cook, and State of Illinois.

Pledge to the Flag

The Corporate Authorities and all persons in attendan ce recited the Pledge of A llegiance to the flag of our country.

Roll Call

On roll call by Village Clerk Beryl Herman the following were:
PRESENT: President Turry, Trustees Bass, Cope, Elster, Klatzco, Patel, Spino
ABSENT: None

A quorum was present. Also present: Timothy Wiberg, Village Manager; Ashley Engelmann, Assistant Village Manager, Charles Meyer, Assistant to the Village Manager; Steven Elrod, Village Attorney; Robert Merkel, Finance Director, Steven Mc Nellis, Director of Community Development, Charles Greenstein, Village Treasurer

Approval of Minutes

The minutes of the December 6, 2016 Village Board meeting were distributed and examined in advance. Trustee Patel moved to approve the minutes as presented. The motion was seconded by Trustee Bass. The motion passed by voice vote.

Warrant Approval

Trustee Klatzco moved to approve warrants in the amount of $787,775.28. The motion was seconded by Trustee Patel.

Upon a Roll Call by the Village Clerk the results were:
AYES: Trustees Spino, Patel, Klatzco, Elster, Cope, Bass
NAYS: None The motion passed.

Village President's Report

1. Appointment of an Ad-Hoc Pension Committee

President Turry appointed the following:
Nick Leftakes, James Kucienski, Charles Greenstein, Patrick Kaniff, Michael Bartholomew, Robert Merkel, Jesal Patel, Tim O'Connor, LPD and Travis Raypole LPD (Some of these have not yet responded)

Trustee Cope moved to approve creation of this committee, seconded.

The motion passed with a Voice Vote.

2. Earth Hour Presentation by Students Priyanka Patel and Kate Karaman

The two girls presented a video, which they have created, regarding Earth Hour.

President Turry requested that the Village Board approve Earth Hour and day in Lincolnwood.

The Village will partner with School District 74 in celebrating this event on March 23, 2017. On that date the lights will go off in Lincolnwood from 8:30 PM to 9:30 PM.

A joint meeting with the Village Board and District 74 will take place on January 12, 2017.

Phillip Simons of the Lincolnwood Chamber Orchestra may have a concert in the dark on March 23, 2017. The musicians will play by candle light.

Trustee Klatzco moved to approve Earth Hour, seconded by Trustee Patel.

The motion passed by Voice Vote.

3. Upcoming Meetings

President Turry announced upcoming meetings. These meeting dates may be found on the Village Website.

President Turry announced that Village Hall will be closed on Friday, December 23 and will re-open on Monday, December 26. The Village will also be closed on Monday, January 2.

Consent Agenda

1. **Approval of a Resolution Accepting the Village Board's Strategic Plan for 2017 –2019**
   This item is removed and placed as Item 9 under Regular Business.

2. **Approval of a Resolution Regarding the Release of Certain Written Minutes and the Destruction of Verbatim Records of Certain Closed Meetings of the Village Board**

3. **Approval of a Recommendation by the Park and Recreation Board to Adopt a Resolution to Award a Bid for the Purchase and Installation of Playground Equipment and Implementation of Alternate #2 at G.G. Rowell Park in the Amount of $100,500 to Hacienda Landscaping Inc. of Plainfield, Illinois**

4. **Approval of a Recommendation by the Parks and Recreation Board to Approve an Ordinance Authorizing the Donation of Playground Equipment Owned by the Village**

5. **Approval of a Resolution Approving a Supplemental Statement of Work Under an Agreement with Municipal GIS Partners, Inc. for GIS Support Services**

Trustee Patel moved to approve the Consent Agenda as amended, seconded by Trustee Cope.

Upon Roll Call the Results were:
AYES: Trustees Bass, Cope, Elster, Klatzco, Patel, Spino
NAYS: None The motion passed

Regular Business

6. **Consideration of a Recommendation by the Plan Commission in Case #PC-18-16 to Approve a Final Plat, Consolidating Multiple Lots on the School District No. 74 Campus into One Lot**

This item was presented by Mr. McNellis using PowerPoint.

An aerial view of the District 74 campus was exhibited.

Background

*District 74 added to campus through purchase of various properties over the years
*Rights-of-way within campus, platted prior to District 74 land acquisition, vacated
*Spring 2016: New School Zoning District and right-of-way vacation approved
*Remaining Goal: Consolidate property lines and vacated rights-of-way into one lot
*Preliminary plat waiver approved at November 16th PC meeting
*Final Step: Final plat consolidation
*New Zoning District and consolidated single lot better defines building setbacks, assisting in future zoning decisions

Plan Commission Deliberation

Plan Commission held Public Meeting on December 7, 2016

- *Surrounding neighbors within 250' notified per Subdivision Regulations*

*Plan Commission agreed with petitioner that consolidation cleaned up unnecessary lot lines, unified campus into one lot, and that this practice should be encouraged
*Plan Commission also noted the Village Engineer determined propose Plat is compliant with all Subdivision Regulations
*By 4-0 vote, Plan Commission recommended Approval of Final Plat.

It was noted that the Village and District 74 worked together to accomplish this.

Trustee Cope moved to approve the Final Plat, seconded by Trustee Bass.

It was noted that this is a resolution protective of the Village.

Upon Roll Call the Results were:
AYES: Trustees Cope, Bass, Spino, Patel, Elster, Klatzco

NAYS: None The motion passed

7. Consideration of a Recommendation by the Plan Commission in Case #PC-19-16 to Approve a Special Use and Parking Variation to Permit a Liquor Distribution Facility at 6428 North Ridgeway Avenue

This item was presented by Mr. McNellis.

This property is in an M-B Zoning District.

Background

Subject Property:

*Existing Vacant Office/Warehouse
*Lot = 8,184 Square Feet in Area
*Building = 4,500 Square Feet in Area
*Lot with Frontage on Ridgeway Avenue
*Surrounding Uses – Office Warehouse on three sides, Non-Conforming Multi-Family to South

Business Proposal

*Package Good Liquor Business with sales made via online mobile app by Big Fish (petitioner)
*Customers serviced through online mobile app, not by entering subject premises
*Subject location houses "sales office" and distribution point for deliveries
*Facility is not open to the public
*Operation requires a Village Class "B" Liquor License
*Village receives all applicable Sales Tax generated at location

Zoning Requests

1. Special Use to allow a Package Goods Liquor Store at this location
2. Variation to allow less than the minimum required off-street parking spaces for a Package Goods Liquor Store

Requested Special Use

Permit a "Package Goods Liquor Store" Use at this location- Section 4.04 Table 4.01.1
*Petitioner proposes use that meets definition of a "Liquor Store, Package Goods" which is an Establishment engaged in the sale of alcoholic beverages for off premises consumption.
*Unlike a typical Liquor Store, alcohol is purchases, then removed from premises by authorized delivery to customer for consumption, with no physical customer interaction at this property.

Requested Variation

Minimum Off-Street Parking Requirements for a Package Goods Liquor Store Use-Section 7.10, Table 7.10.01
*Petitioner proposes 10 existing spaces, rather than Code-required 12 spaces
*Unlike typical liquor, customers do not visit site
*Parking necessary for employees only

Plats of Survey and Floor Plans were exhibited.

Plan Commission Deliberation

Plan Commission held Public Hearing December 7, 2017
*Mr. Weiss of Big Fish, LLC, Petitioner, outlined business plan and reiterated orders cannot be picked up by customers at this location. There will be no public events or access at this location
*PC Chair Yohanna had concerns about Special Use permitting future public access without a limitation being placed on approval

*Staff recommended a stipulation prohibiting walk-in traffic as an expressed condition of approval
- Plan Commission concurred

*No public testimony was received

Commission Recommendation

By a 4-0 Vote Plan Commission Recommends Approval of:
1. Special Use to allow a Package Goods Liquor Store, subject to Approval being for a business that provides direct to customer delivery with no physical customer interaction at the subject property, and:
2. Variation to minimum Off-Street Parking Requirements for a Package Goods Liquor Store

Requested Action

An Ordinance approving:
1. Special Use to permit a "Liquor Store, Package Goods: Use at this location, with the stipulation prohibiting walk-in traffic;
2. Variation to allow less than the minimum required parking spaces for a "Liquor Store, Package Goods" Use.

Petitioner Michael Weiss of Big Fish, and his attorney, Harlan Powell, addressed the Board and responded to questions.

Mr. Weiss stated that if there were to be any tastings, they would be off-site.

Discussion ensued regarding what would happen if the business grows.

Attorney Elrod stated that the Ordinance could state that all company vehicles must park on site – not on the street.

Trustee Cope moved to approve creation of an Ordinance including "No alcohol served on site", seconded by Trustee Patel.

Upon Roll Call the Results were:
AYES: Trustees Klatzco, Spino, Elster, Bass, Cope, Patel
NAYS: None The motion passed

8. Consideration of an Ordinance Amending Chapter 10, Article 2, Section 3 (Class B Local Liquor Licenses) of the Village Code

This item was presented by Mr. Wiberg.

The Village caps the number of liquor licenses. Currently there are six Class B liquor licenses granted. This use can be under Class B. Only the Mayor (Liquor Commissioner) can allow for a 7th license.

Trustee Klatzco moved to allow for the 7th license by amending Chapter 10, Article 2, Section 3(Class B Local Licenses) of the Village Code seconded by Trustee Spino.

Upon Roll Call the Results were:
AYES: Trustees Elster, Klatzco, Cope, Patel, Bass, Spino
NAYS: None The motion passed

Manager's Report

Village offices will be closed on Friday, December 23 and Monday, December 26, as well as Monday, January 1.

Board and Commissions Report

None

Village Clerk's Report

None

Trustees Reports

None

Public Forum

None

Adjournment To Closed Session

At 8:26 P.M., Trustee Patel moved to adjourn the Village Board meeting to Closed Session for the purpose of discussing probable or imminent litigation 2(c)(11), seconded by Trustee Cope.

Upon Roll Call the Results were
AYES: Trustees Patel, Elster, Cope, Klatzco, Spino, Bass
NAYS: None The motion passed

Reconvention

At 9:10 P.M. President Turry reconvened the Village Board meeting.

Adjournment

At 9:11 P.M. Trustee Spino moved to adjourn the Meeting, seconded by Trustee Patel.

The motion passed with a Voice Vote

Respectfully Submitted,

Beryl Herman
Village Clerk

Return to VB Agenda

TO: President and the Board of Trustees

FROM: Timothy C. Wiberg, Village Manager

SUBJECT: Warrant Approval

DATE: December 30, 2016

The following are the totals for the List of Bills being presented at the January 3rd Village Board meeting.

1/3/2017	236,514.27
1/3/2017	22,891.95
1/3/2017	415,690.72
1/3/2017	45,228.94
Total	$ 720,325.88

Accounts Payable

To Be Paid Proof List

Return to VB Agenda

User: jmazzeffi
Printed: 12/19/2016 - 1:43PM
Batch: 00100.01.2017

Invoice Number	Invoice Date	Amount	Quantity	Payment Date
Account Number				**Description**
303 Taxi				
303				
36511	12/1/2016	75.00	0.00	01/03/2017
205-570-515-5280 Subsidized taxi program				Taxi Coupons - November
36511 Total:		75.00		
303 Taxi Total:		75.00		
Avalon Petroleum				
AVALON				
17804	12/6/2016	612.63	0.00	01/03/2017
101-350-512-5670 Fuel				Fuel usage
17804	12/6/2016	692.28	0.00	01/03/2017
101-440-513-5670 Fuel				Fuel usage
17804	12/6/2016	103.38	0.00	01/03/2017
205-430-515-5670 Fuel				Fuel usage
17804	12/6/2016	117.22	0.00	01/03/2017
660-620-519-5670 Fuel				Fuel usage
17804 Total:		1,525.51		
36061	11/28/2016	288.75	0.00	01/03/2017
101-440-513-5675 Lubricants & fluids				Mobile drive 5W20 and 5W40 for PW
36061	11/28/2016	288.75	0.00	01/03/2017
660-620-519-5675 Lubricants & fluids				Mobile drive 5W20 and 5W40 for PW
36061	11/28/2016	288.75	0.00	01/03/2017
205-430-515-5675 Lubricants & fluids				Mobile drive 5W20 and 5W40 for PW
36061	11/28/2016	288.75	0.00	01/03/2017

Invoice Number / Account Number	Invoice Date	Amount	Quantity	Payment Date / Description
101-410-511-5675 Lubricants and Fluids				Mobile drive 5W20 and 5W40 for PW
36061 Total:		1,155.00		
557164	12/6/2016	36.03	0.00	01/03/2017
101-420-511-5670 Fuel				Fuel usage
557164	12/6/2016	1,539.04	0.00	01/03/2017
101-300-512-5670 Fuel				Fuel usage
557164	12/6/2016	81.00	0.00	01/03/2017
101-350-512-5670 Fuel				Fuel usage
557164	12/6/2016	83.30	0.00	01/03/2017
101-400-511-5670 Fuel				Fuel usage
557164	12/6/2016	212.60	0.00	01/03/2017
101-440-513-5670 Fuel				Fuel usage
557164	12/6/2016	313.79	0.00	01/03/2017
205-430-515-5670 Fuel				Fuel usage
557164	12/6/2016	193.95	0.00	01/03/2017
660-620-519-5670 Fuel				Fuel usage
557164 Total:		2,459.71		
Avalon Petroleum Total:		5,140.22		
Business Only Broadband				
BUSONLY				
76100	1/1/2017	24.00	0.00	01/03/2017
101-250-511-5580 Telephone				Wireless Alarm Inernet Access
76100 Total:		24.00		
76850	1/1/2016	250.00	0.00	01/03/2017
101-250-511-5580 Telephone				Back-up Connection - Internet Access
76850 Total:		250.00		
Business Only Broadband		274.00		
CDW Government				

Invoice Number / Account Number	Invoice Date	Amount	Quantity	Payment Date / Description
CDWGOV				
GGD6936	12/9/2016	1,050.00	0.00	01/03/2017
101-250-511-5340 Maintenance Agreement Expen				VMWARE Renewal
GGD6936 Total:		1,050.00		
CDW Government Total:		1,050.00		
City of Chicago Dept of Water				
CTYOFCHI				
430883-430883	12/9/2016	72,840.08	0.00	01/03/2017
660-620-519-5790 Water purchases				Water - 10/13/16-11/9/16
430883-430883 Total:		72,840.08		
430884-430884	12/9/2016	63,342.92	0.00	01/03/2017
660-620-519-5790 Water purchases				Water - 10/13/16-11/9/16
430884-430884 Total:		63,342.92		
City of Chicago Dept of W		136,183.00		
Commonwealth Edison				
COMED				
2873043051	12/6/2016	202.01	0.00	01/03/2017
101-440-513-5785 Utilities - public way				6471 Lincoln Avenue
2873043051 Total:		202.01		
381169268	12/5/2016	213.29	0.00	01/03/2017
101-440-513-5785 Utilities - public way				7002 Tripp Ave.
381169268 Total:		213.29		
4357072009	12/5/2016	203.45	0.00	01/03/2017
101-440-513-5785 Utilities - public way				6401 Mc Cormick Road
4357072009 Total:		203.45		

Invoice Number / Account Number	Invoice Date	Amount	Quantity	Payment Date / Description
4847019018	12/6/2016	177.56	0.00	01/03/2017
101-440-513-5785 Utilities - public way				6668 N Lincoln
4847019018 Total:		177.56		
Commonwealth Edison To		796.31		
Dance All Night				
DANCE				
15021	8/24/2016	400.00	0.00	01/03/2017
205-509-515-5270 Purchased program services				Turkey Trot DJ - Final payment
15021 Total:		400.00		
Dance All Night Total:		400.00		
Document Management Solutions, Inc.				
DOCUMENT				
18379	12/8/2016	2,792.32	0.00	01/03/2017
101-250-511-6530 Equipment - data processing				Scanner for Public Works
18379	12/8/2016	2,792.32	0.00	01/03/2017
660-620-519-5730 Program supplies				Scanner for Public Works
18379 Total:		5,584.64		
Document Management So		5,584.64		
Ehlers				
EHLERS				
72226	12/7/2016	2,800.00	0.00	01/03/2017
101-210-511-5399 Other professional services				2016 Discolsure reporting
72226 Total:		2,800.00		
Ehlers Total:		2,800.00		

Invoice Number / Account Number	Invoice Date	Amount	Quantity	Payment Date / Description
Emelita C. Co				
EMELITA				
150840	11/4/2016	3,000.00	0.00	01/03/2017
101-000-210-2620 Contractor bonds payable				Deposit refund
150840 Total:		3,000.00		
Emelita C. Co Total:		3,000.00		
General Code, LLC				
GENERAL				
PG000010586	12/6/2016	795.44	0.00	01/03/2017
101-110-511-5550 Ordinance codification				Supplement No. 29 Updates to code
PG000010586 Total:		795.44		
General Code, LLC Total:		795.44		
Groot Recycling & Waste Services				
GROOT				
14568729	11/30/2016	10,117.07	0.00	01/03/2017
101-440-514-5230 Garbage & recycling				22280-001/Public Works
14568729 Total:		10,117.07		
14573818	11/30/2016	3,333.76	0.00	01/03/2017
101-440-514-5230 Garbage & recycling				22280-002/Public Works
14573818 Total:		3,333.76		
14574151	12/1/2016	56,586.54	0.00	01/03/2017
101-440-514-5230 Garbage & recycling				1229-001/Community pick up
14574151 Total:		56,586.54		
14574152	12/1/2016	718.07	0.00	01/03/2017
101-440-514-5230 Garbage & recycling				1230-001/School District 74

Invoice Number / Account Number	Invoice Date	Amount	Quantity	Payment Date / Description
14574152 Total:		718.07		
14586231	12/1/2016	3,146.40	0.00	01/03/2017
101-440-514-5230 Garbage & recycling				1231-001/Multi family pick up
14586231 Total:		3,146.40		
Groot Recycling & Waste S		73,901.84		
Maine-Niles Association of Special Recreation MNASR				
16-183	12/6/2016	539.86	0.00	01/03/2017
205-580-515-5270 Purchased program services				Inclusion Services for December A
16-183 Total:		539.86		
Maine-Niles Association o		539.86		
McKenna Automotive MCKENNA				
14675	12/5/2016	178.59	0.00	01/03/2017
101-440-513-5480 R&M - vehicles				Hydraulic Hose for Truck #15
14675 Total:		178.59		
McKenna Automotive Tota		178.59		
Metro Tank and Pump Company METROENV				
13866	12/7/2016	565.00	0.00	01/03/2017
101-420-511-5405 R&M - buildings				Test in Diesel and Gasoline tank
13866 Total:		565.00		
Metro Tank and Pump Com		565.00		

Invoice Number / Account Number	Invoice Date	Amount	Quantity	Payment Date / Description
Nicor Gas				
NICOR				
1436840000	12/7/2016	408.37	0.00	01/03/2017
205-430-515-5780 Utilities - government buildin				Community Center/11/7/16-12/7/16
1436840000 Total:		408.37		
3017240000	12/8/2016	2,272.86	0.00	01/03/2017
101-420-511-5780 Utilities - government buildin				Public Services/11/8/16-12/8/16
3017240000 Total:		2,272.86		
5202340000	12/8/2016	726.15	0.00	01/03/2017
101-420-511-5780 Utilities - government buildin				Village Hall/11/7/16-12/8/16
5202340000 Total:		726.15		
6202340000	12/8/2016	1,422.99	0.00	01/03/2017
101-420-511-5780 Utilities - government buildin				Public Safety/11/7/16-12/8/16
6202340000 Total:		1,422.99		
Nicor Gas Total:		4,830.37		
Niles Township Food Pantry				
NILEST				
121216	12/12/2016	200.00	0.00	01/03/2017
101-100-511-5799 Other materials & supplies				Donation on behalf of Boards and Commissions
121216 Total:		200.00		
Niles Township Food Pantr		200.00		
Northwest Suburban United Way				
NWUNITED				
121216	12/12/2016	200.00	0.00	01/03/2017
101-100-511-5799 Other materials & supplies				Donation on behalf of Boards and Commissions

121216 Total:	200.00
Northwest Suburban Unite	200.00
Report Total:	236,514.27

Accounts Payable

To Be Paid Proof List

Return to VB Agenda

User: jmazzeffi
Printed: 12/21/2016 - 2:40PM
Batch: 00101.01.2017

Invoice Number	Invoice Date	Amount	Quantity	Payment Date
Account Number				**Description**
American Express				
AMEREXP				
121616	12/16/2016	45.00	0.00	01/03/2017
101-210-511-5725 Bank & Credit Card Fees				Membership fee
121616	12/16/2016	45.00	0.00	01/03/2017
205-500-515-5725 Credit card charges				Membership fee
121616 Total:		90.00		
31158111116	11/11/2016	147.85	0.00	01/03/2017
660-610-519-5580 Telephone				Internet Service - Public Works
31158111116	11/11/2016	254.85	0.00	01/03/2017
101-250-511-5580 Telephone				Internet Service - Village Hall
31158111116	11/11/2016	104.85	0.00	01/03/2017
660-610-519-5580 Telephone				Internet Service - Pump House
31158111116 Total:		507.55		
31158112116	11/21/2016	50.00	0.00	01/03/2017
101-100-511-5799 Other materials & supplies				Donation
31158112116 Total:		50.00		
31158112916	11/29/2016	178.00	0.00	01/03/2017
101-200-511-5810 Conference & meeting registrat				Seminar regarding Financial Forecast
31158112916	11/29/2016	79.00	0.00	01/03/2017
101-240-517-5810 Conference & meeting registrat				Seminar regarding Financial Forecast
31158112916 Total:		257.00		
31158113016	11/30/2016	205.00	0.00	01/03/2017
101-200-511-5570 Professional associations				IPELRA Membership

Invoice Number / Account Number	Invoice Date	Amount	Quantity	Payment Date / Description
31158113016	11/30/2016	79.80	0.00	01/03/2017
101-100-511-5799 Other materials & supplies				Plaque for Toys for Tots
31158113016 Total:		284.80		
31158120216	12/2/2016	226.04	0.00	01/03/2017
101-200-511-5840 Meals				Lunch for Dept Heads - Training
31158120216 Total:		226.04		
31158120616	12/6/2016	209.25	0.00	01/03/2017
101-100-511-5840 Meals				Village Board Dinner
31158120616 Total:		209.25		
31158120916	12/9/2016	45.00	0.00	01/03/2017
101-200-511-5510 Advertising				Criagslist - job posting
31158120916	12/9/2016	209.97	0.00	01/03/2017
101-250-511-5599 Other contractual				Domain Name
31158120916 Total:		254.97		
31190111016	11/10/2016	622.86	0.00	01/03/2017
205-570-515-5645 Concessions & food				Senior Thanksgiving lunch
31190111016 Total:		622.86		
31190111416	11/14/2016	8.00	0.00	01/03/2017
205-509-515-5730 Program supplies				Michaels - Turkey Trot ribbon
31190111416 Total:		8.00		
31190111516	11/15/2016	10.00	0.00	01/03/2017
205-509-515-5730 Program supplies				Michaels - Turkey Trot ribbon
31190111516	11/15/2016	93.40	0.00	01/03/2017
205-509-515-5730 Program supplies				Amazon - Turkey Trot supplies
31190111516 Total:		103.40		
31190111616	11/16/2016	600.00	0.00	01/03/2017
205-509-515-5645 Concessions & food				Little Caesars - Turkey Trot pizza
31190111616	11/16/2016	254.00	0.00	01/03/2017

Invoice Number / Account Number	Invoice Date	Amount	Quantity	Payment Date / Description
205-500-515-5570 Professional associations				IPRA - Dues
31190111616 Total:		854.00		
31190111716	11/17/2016	220.00	0.00	01/03/2017
205-560-515-5270 Purchased program services				IPRA - Pool job post
31190111716	11/17/2016	-4.39	0.00	01/03/2017
205-509-515-5730 Program supplies				Vista Print - refund
31190111716 Total:		215.61		
31190112216	11/22/2016	254.00	0.00	01/03/2017
205-500-515-5570 Professional associations				IPRA - Dues
31190112216	11/22/2016	22.01	0.00	01/03/2017
205-500-515-5700 Office supplies				Amazon - Calendar
31190112216 Total:		276.01		
31190113016	11/30/2016	1.34	0.00	01/03/2017
205-509-515-5510 Advertising				Facebook - Turkey Trot ad boost
31190113016	11/30/2016	12.08	0.00	01/03/2017
205-509-515-5510 Advertising				Facebook - Turkey Trot ad boost
31190113016 Total:		13.42		
31190120116	12/1/2016	254.00	0.00	01/03/2017
205-500-515-5570 Professional associations				IPRA - Dues
31190120116	12/1/2016	254.00	0.00	01/03/2017
205-500-515-5570 Professional associations				IPRA - Dues
31190120116 Total:		508.00		
31190120216	12/2/2016	15.00	0.00	01/03/2017
205-500-515-5725 Credit card charges				Plug n Play - monthly billing
31190120216 Total:		15.00		
31190120516	12/5/2016	620.40	0.00	01/03/2017
205-570-515-5270 Purchased program services				Drury Lane - Senior Trip
31190120516 Total:		620.40		

Invoice Number / Account Number	Invoice Date	Amount	Quantity	Payment Date / Description
32008111516	11/15/2016	100.00	0.00	01/03/2017
101-100-511-5799 Other materials & supplies				Donation
32008111516 Total:		100.00		
32115111616	11/16/2016	60.90	0.00	01/03/2017
101-100-511-5840 Meals				Lunch for Memorial Day parade
32115111616 Total:		60.90		
32115120116	12/1/2016	13.00	0.00	01/03/2017
101-100-511-5820 Local mileage, parking & tolls				Parking for Special event
32115120116 Total:		13.00		
American Express Total:		5,290.21		
Bank of America, Business Card				
BANKOFAM				
0423120816	12/8/2016	10.00	0.00	01/03/2017
101-300-512-5730 Program supplies				Cookies for Community Outreach event
0423120816	12/8/2016	55.90	0.00	01/03/2017
101-300-512-5610 Ammunition & range supplies				Batteries Plus batteries
0423120816	12/8/2016	143.38	0.00	01/03/2017
101-300-512-5700 Office supplies				Shoplet Misc. office supplies
0423120816	12/8/2016	591.58	0.00	01/03/2017
101-300-512-5640 Computer supplies				Shoplet - Toner for printers
0423120816	12/8/2016	21.50	0.00	01/03/2017
101-300-512-5730 Program supplies				Donuts for NORCOM meeting
0423120816	12/8/2016	250.70	0.00	01/03/2017
101-300-512-5830 Lodging				Lodging for Midwest Gang Investigators conference
0423120816	12/8/2016	250.00	0.00	01/03/2017
101-300-512-5730 Program supplies				Zebra Technologies repair to squad
0423120816	12/8/2016	228.14	0.00	01/03/2017
101-300-512-5700 Office supplies				Shoplet
0423120816 Total:		1,551.20		
1297110916	11/9/2016	6.49	0.00	01/03/2017

Invoice Number / Account Number	Invoice Date	Amount	Quantity	Payment Date / Description
101-100-511-5840 Meals				Lunch for Board meeting
1297110916 Total:		6.49		
1297111516	11/15/2016	8.74	0.00	01/03/2017
101-100-511-5840 Meals				Lunch for Board meeting
1297111516	11/15/2016	31.20	0.00	01/03/2017
101-100-511-5840 Meals				Lunch for Board meeting
1297111516 Total:		39.94		
1297111816	11/18/2016	595.89	0.00	01/03/2017
660-620-519-5730 Program supplies				Remote meter panel for Pump House
1297111816 Total:		595.89		
1297112316	11/23/2016	183.80	0.00	01/03/2017
101-420-511-5730 Program supplies				Filters for Village Hall
1297112316 Total:		183.80		
1297120616	12/6/2016	8.74	0.00	01/03/2017
101-100-511-5840 Meals				Lunch for Board meeting
1297120616	12/6/2016	5.00	0.00	01/03/2017
101-100-511-5840 Meals				Lunch for Board meeting
1297120616 Total:		13.74		
1297120716	12/7/2016	87.77	0.00	01/03/2017
101-410-511-5730 Program supplies				Tools for Shop
1297120716	12/7/2016	19.99	0.00	01/03/2017
101-440-513-5745 Small tools				Tools for Shop
1297120716 Total:		107.76		
1582113016	11/30/2016	8.98	0.00	01/03/2017
205-570-515-5730 Program supplies				Walgreens - cards for bridge
1582113016 Total:		8.98		
1582120716	12/7/2016	47.97	0.00	01/03/2017
205-500-515-5700 Office supplies				Walgreens - Waiting area photos

Invoice Number	Invoice Date	Amount	Quantity	Payment Date
Account Number				Description
1582120716 Total:		47.97		
6205110916	11/9/2016	17.44	0.00	01/03/2017
205-530-515-5730 Program supplies				Walmart - Program supplies
6205110916	11/9/2016	10.00	0.00	01/03/2017
205-509-515-5730 Program supplies				Michaels - ribbon
6205110916	11/9/2016	7.49	0.00	01/03/2017
205-530-515-5730 Program supplies				Michaels - garland
6205110916	11/9/2016	12.10	0.00	01/03/2017
205-530-515-5730 Program supplies				Office Max - office supplies
6205110916 Total:		47.03		
6205112016	11/20/2016	29.87	0.00	01/03/2017
205-509-515-5645 Concessions & food				Dunkin Donuts - Trot volunteers
6205112016 Total:		29.87		
6205112916	11/29/2016	54.96	0.00	01/03/2017
205-504-515-5730 Program supplies				Lowes- Holiday lighting snowflake lights
6205112916 Total:		54.96		
6205120116	12/1/2016	54.66	0.00	01/03/2017
205-530-515-5730 Program supplies				Amazon - camp laminator
6205120116 Total:		54.66		
6205120216	12/2/2016	68.00	0.00	01/03/2017
205-530-515-5730 Program supplies				Walmart - Camp mediation organizer
6205120216 Total:		68.00		
6205120616	12/6/2016	12.47	0.00	01/03/2017
205-571-515-5730 Program supplies				Walmart - cleaning supplies
6205120616 Total:		12.47		
7868110816	11/8/2016	12.57	0.00	01/03/2017
205-504-515-5730 Program supplies				Walgreeens - Birthday party supplies

Invoice Number / Account Number	Invoice Date	Amount	Quantity	Payment Date / Description
7868110816 Total:		12.57		
7868111716	11/17/2016	40.00	0.00	01/03/2017
205-509-515-5645 Concessions & food				Dollar Tree - Turkey Trot table cloth
7868111716 Total:		40.00		
7868111916	11/19/2016	3.31	0.00	01/03/2017
205-509-515-5730 Program supplies				Dollar Tree - Turkey Trot ribbon
7868111916 Total:		3.31		
7868120216	12/2/2016	8.98	0.00	01/03/2017
205-504-515-5645 Concessions & food				Walgreens - Lincolnwood Lights
7868120216	12/2/2016	9.98	0.00	01/03/2017
205-504-515-5645 Concessions & food				Marianos - Lincolnwood Lights
7868120216	12/2/2016	280.00	0.00	01/03/2017
205-500-515-5810 Conference & meeting registrat				IPRA - Conference registration
7868120216 Total:		298.96		
8334120516	12/5/2016	40.00	0.00	01/03/2017
101-210-511-5820 Local mileage, parking & tolls				Ipass replenishment
8334120516 Total:		40.00		
Bank of America, Business		3,217.60		
Commonwealth Edison				
COMED				
1011026306	12/14/2016	2,751.72	0.00	01/03/2017
101-440-513-5785 Utilities - public way				Metered Street Lights
1011026306 Total:		2,751.72		
2028043041	12/7/2016	4,721.89	0.00	01/03/2017
101-440-513-5785 Utilities - public way				Street Lighting
2028043041 Total:		4,721.89		

Invoice Number / Account Number	Invoice Date	Amount	Quantity	Payment Date / Description
5103171049	12/14/2016	2,067.54	0.00	01/03/2017
101-440-513-5785 Utilities - public way				Street Lighting
5103171049	12/14/2016	2,203.31	0.00	01/03/2017
660-620-519-5785 Utilities - public way				PW lighting
5103171049 Total:		4,270.85		
57221-35010	12/7/2016	256.09	0.00	01/03/2017
101-440-513-5785 Utilities - public way				Street Lighting
57221-35010 Total:		256.09		
592075011	11/28/2016	2,323.59	0.00	01/03/2017
101-440-513-5785 Utilities - public way				Street Lighting
592075011 Total:		2,323.59		
Commonwealth Edison To		14,324.14		
Pawlow, Steven				
PAWLOW				
121516	12/15/2016	60.00	0.00	01/03/2017
205-000-210-2430 Parks and Recs Control Deposi				Refund - Household Credit
121516 Total:		60.00		
Pawlow, Steven Total:		60.00		
Report Total:		22,891.95		

Accounts Payable

To Be Paid Proof List

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Batch: 00102.01.2017

Invoice Number / Account Number	Invoice Date	Amount	Quantity	Payment Date / Description
Airgas USA LLC				
AIRGAS				
9940734267	11/30/2016	218.70	0.00	01/03/2017
101-350-512-5660 EMS supplies				Oxygen for ambulances
9940734267 Total:		218.70		
Airgas USA LLC Total:		218.70		
American Traffic Solutions				
ATS				
INV00023447	11/30/2016	4,400.00	0.00	01/03/2017
101-300-512-5599 Other contractual				Monthly Contractual Fee
INV00023447	11/30/2016	150.00	0.00	01/03/2017
101-300-512-5599 Other contractual				Collection of unpaid violations - November
INV00023447 Total:		4,550.00		
American Traffic Solutions		4,550.00		
Batteries Plus LLC				
BATT				
890-258018	11/18/2016	62.28	0.00	01/03/2017
101-420-511-5745 Small Tools				Flashlights for Buildings
890-258018 Total:		62.28		

Invoice Number / Account Number	Invoice Date	Amount	Quantity	Payment Date / Description
Batteries Plus LLC Total:		62.28		
Bound Tree Medical, LLC				
BOUND				
82347406	12/8/2016	439.77	0.00	01/03/2017
101-350-512-5730 Program supplies				Gloves, slings, bandages, glucose test
82347406 Total:		439.77		
Bound Tree Medical, LLC		439.77		
Canon Solutions America				
CANN				
405948	12/1/2016	43.92	0.00	01/03/2017
101-210-511-5440 R&M - office equipment				Maintenance - Copier - December
405948	12/1/2016	21.74	0.00	01/03/2017
101-210-511-5440 R&M - office equipment				Usage - Copier - December
405948 Total:		65.66		
Canon Solutions America T		65.66		
Cassidy Tire				
CASSIDYT				
6180242	12/14/2016	140.14	0.00	01/03/2017
101-350-512-5480 R&M - vehicles				New tire 1500
6180242 Total:		140.14		
Cassidy Tire Total:		140.14		
Chicago Communications, LLC				
CHGOCOMM				
287889	12/6/2016	816.05	0.00	01/03/2017
101-300-512-5410 R&M - communications equipm				Portable radio maintenance - January 2017

Invoice Number / Account Number	Invoice Date	Amount	Quantity	Payment Date / Description

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287889 Total:		816.05		
Chicago Communications,		816.05		
Chicago Metropolitan Fire Prevention Co.				
CHGOMETR				
145816	11/23/2016	814.00	0.00	01/03/2017
101-350-512-5411 R&M- Wireless Alarm Equipm				November wireless radio network maintenance
145816 Total:		814.00		
146605	12/9/2016	367.00	0.00	01/03/2017
101-420-511-5405 R&M - buildings				Fire alarm repairs - Proesel Pavilion
146605 Total:		367.00		
146606	12/9/2016	336.00	0.00	01/03/2017
101-420-511-5405 R&M - buildings				Fire alarm repairs - Public Works
146606 Total:		336.00		
Chicago Metropolitan Fire		1,517.00		
College of Dupage				
COLLEGEO				
7585	12/8/2016	125.00	0.00	01/03/2017
101-300-512-5590 Training				NIMS Compliance training
7585 Total:		125.00		
College of Dupage Total:		125.00		
Critical Reach				
CRITICAL				
17-749	12/10/2016	285.00	0.00	01/03/2017
101-300-512-5599 Other contractual				Subscription Renewal 2017

Invoice Number / Account Number	Invoice Date	Amount	Quantity	Payment Date / Description
17-749 Total:		285.00		
Critical Reach Total:		285.00		
Dahme Mechanical Industries				
DAHMEM				
20160347	12/9/2016	68,588.88	0.00	01/03/2017
660-620-519-5490 R&M - water system equipmen				Install new chlorine system for Pump House
20160347 Total:		68,588.88		
Dahme Mechanical Industr		68,588.88		
Galls Incorporated				
GALLS				
6540984	12/2/2016	28.80	0.00	01/03/2017
101-300-512-5070 Uniform allowance				Misc uniform items
6540984 Total:		28.80		
Galls Incorporated Total:		28.80		
Golf Mill Ford				
GOLFMILL				
701549	11/23/2016	1,073.68	0.00	01/03/2017
101-350-512-5480 R&M - vehicles				Repairs to 1500
701549 Total:		1,073.68		
Golf Mill Ford Total:		1,073.68		
Got Laundry Chicago?, Inc.				
GOTLAUND				
N296966	11/3/2016	25.00	0.00	01/03/2017

Invoice Number / Account Number	Invoice Date	Amount	Quantity	Payment Date / Description
101-300-512-5730 Program supplies				Dry clean cell blankets
N296966 Total:		25.00		
N297288	11/10/2016	25.00	0.00	01/03/2017
101-300-512-5730 Program supplies				Dry clean cell blankets
N297288 Total:		25.00		
N297524	11/17/2016	37.00	0.00	01/03/2017
101-300-512-5730 Program supplies				Dry clean cell blankets
N297524 Total:		37.00		
N297765	11/25/2016	13.00	0.00	01/03/2017
101-300-512-5730 Program supplies				Dry clean cell blankets
N297765 Total:		13.00		
N297950	12/5/2016	79.00	0.00	01/03/2017
101-300-512-5730 Program supplies				Dry clean cell blankets
N297950 Total:		79.00		
N298127	12/8/2005	13.00	0.00	01/03/2017
101-300-512-5730 Program supplies				Dry clean cell blankets
N298127 Total:		13.00		
Got Laundry Chicago?, Inc		192.00		
Illinois Fire Inspectors Assoc.				
ILFIREIN				
18436	12/12/2016	95.00	0.00	01/03/2017
101-350-512-5570 Professional associations				2017 Membership
18436 Total:		95.00		
Illinois Fire Inspectors Ass		95.00		

Invoice Number / Account Number	Invoice Date	Amount	Quantity	Payment Date / Description
IRMA				
IRMA				
121416	12/14/2016	401,326.00	0.00	01/03/2017
101-210-511-5260 Liability insurance				Annual insurance cost
121416	12/14/2016	-40,133.00	0.00	01/03/2017
101-000-210-2649 Other deposits payable				Less: Deductible credit
121416	12/14/2016	-100,000.00	0.00	01/03/2017
101-000-110-1295 IRMA Member Surplus				Excess surplus credit
121416 Total:		261,193.00		
IRMA Total:		261,193.00		
Midwest Meter Inc				
MIDWESTM				
0084533-IN	12/8/2016	509.50	0.00	01/03/2017
660-620-519-5796 Water system repair parts				Meter registers
0084533-IN Total:		509.50		
Midwest Meter Inc Total:		509.50		
NAPA				
NAPA				
243116	11/28/2016	50.21	0.00	01/03/2017
101-440-513-5480 R&M - vehicles				Oil filter for Truck #3
243116 Total:		50.21		
244398	12/7/2016	51.97	0.00	01/03/2017
101-410-511-5480 R&M - vehicles				Halogen capsule
244398 Total:		51.97		
244400	12/7/2016	45.96	0.00	01/03/2017
101-410-511-5480 R&M - vehicles				Headlight bulbs for Truck #9

Invoice Number / Account Number	Invoice Date	Amount	Quantity	Payment Date / Description
244400 Total:		45.96		
NAPA Total:		148.14		
Nicor Gas				
NICOR				
21-84-84-00004	12/7/2016	280.42	0.00	01/03/2017
660-620-519-5780 Utilities - government buildin				Pump Station - 11/7/16-12/7/16
21-84-84-00004 Total:		280.42		
70-61-47-04487	12/8/2016	83.98	0.00	01/03/2017
205-560-515-5780 Utilities - government buildin				7055 Kostner - 11/7/16-12/8/16
70-61-47-04487 Total:		83.98		
Nicor Gas Total:		364.40		
NIPSTA				
NIPSTA				
15933	12/9/2016	4,648.00	0.00	01/03/2017
101-350-512-5540 Intergovernmental fees & dues				Sworn Fire Personnel
15933	12/9/2016	2,250.00	0.00	01/03/2017
101-400-511-5540 Intergovernmental Fees and Du				Public Works Personnnel
15933 Total:		6,898.00		
NIPSTA Total:		6,898.00		
North Shore Uniform				
NSHRUFM				
16-1426	11/14/2016	450.00	0.00	01/03/2017
660-620-519-5070 Uniform allowance				Clothing Allowance
16-1426 Total:		450.00		

Invoice Number / Account Number	Invoice Date	Amount	Quantity	Payment Date / Description
North Shore Uniform Total		450.00		
Regional Emergency Dispatch				
REGIONAL				
222-17-01	12/15/2016	12,667.59	0.00	01/03/2017
101-350-512-5599 Other contractual				Juanuary 2017 dues
222-17-01 Total:		12,667.59		
222-17-11	11/15/2016	12,667.59	0.00	01/03/2017
101-350-512-5599 Other contractual				November 2016 dues
222-17-11 Total:		12,667.59		
Regional Emergency Dispa		25,335.18		
Sherwin Williams Co				
SHERWINW				
5542-4	11/16/2016	23.06	0.00	01/03/2017
101-420-511-5405 R&M - buildings				Prime finish for Village Hall
5542-4 Total:		23.06		
7962-8	11/22/2016	52.92	0.00	01/03/2017
101-420-511-5405 R&M - buildings				One gallon paint for Fire Dept
7962-8 Total:		52.92		
Sherwin Williams Co Total		75.98		
The Peace School				
THEPEACE				
751	12/8/2016	571.20	0.00	01/03/2017
205-503-515-5270 Purchased program services				Peace Yoga
751 Total:		571.20		

Invoice Number / Account Number	Invoice Date	Amount	Quantity	Payment Date / Description
The Peace School Total:		571.20		
Tri-R System Incorporated				
TRI-RSYS				
4351	12/9/2016	5,000.00	0.00	01/03/2017
660-620-519-5490 R&M - water system equipmen				Programming for Chlorination system control
4351 Total:		5,000.00		
Tri-R System Incorporated		5,000.00		
Trizetto Provider Solutions				
TRIZETTO				
7108121600	12/1/2016	156.34	0.00	01/03/2017
101-000-410-4315 Ambulance & EMS fees				Claims transaction fee for ambulance invoices
7108121600 Total:		156.34		
Trizetto Provider Solutions		156.34		
Utility Dynamics Corporation				
UTILITY				
1130-2150	11/30/2016	12,953.60	0.00	01/03/2017
217-000-561-6100 Land acquisition & improveme				Public Works Fiber Optics
1130-2150	11/30/2016	-2,168.75	0.00	01/03/2017
217-000-561-6100 Land acquisition & improveme				Less 2% Retainage
1130-2150 Total:		10,784.85		
Utility Dynamics Corporat		10,784.85		
Wholesale Direct Inc				
WHOLESAL				
224662	12/1/2016	264.77	0.00	01/03/2017
205-430-515-5480 R&M - vehicles				LED, Grommet, Strobe

Invoice Number / Account Number	Invoice Date	Amount	Quantity	Payment Date / Description
224662 Total:		264.77		
224710	12/2/2016	77.41	0.00	01/03/2017
101-300-512-5480 R&M - vehicles				LED
224710 Total:		77.41		
Wholesale Direct Inc Total		342.18		
Work' N Gear, LLC				
WRKNGEAR				
HA71865	12/5/2016	32.00	0.00	01/03/2017
101-410-511-5070 Uniform allowance				Clothing Allowance
HA71865 Total:		32.00		
HA71867	12/5/2016	197.99	0.00	01/03/2017
660-620-519-5070 Uniform allowance				Clothing Allowance
HA71867 Total:		197.99		
Work' N Gear, LLC Total:		229.99		
Wright Automotive				
WRIGHTA				
16607	12/15/2016	25,434.00	0.00	01/03/2017
101-300-561-6580 Equipment - vehicles				2017 Ford F-150 Super Cab 4 X 4 replacement of Communi
16607 Total:		25,434.00		
Wright Automotive Total:		25,434.00		
Report Total:		415,690.72		

Accounts Payable

To Be Paid Proof List

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Invoice Number / Account Number	Invoice Date	Amount	Quantity	Payment Date / Description
Advocate Occupational Health				
ADVOCA				
635062	11/1/2016	170.00	0.00	01/03/2017
101-200-511-5599 Other contractual				Drug Screening
635062 Total:		170.00		
Advocate Occupational He		170.00		
Amazon				
AMAZON				
127362406209	11/11/2016	199.99	0.00	01/03/2017
101-350-512-5770 Training supplies				Garmins
127362406209 Total:		199.99		
130306356668	11/9/2016	8.99	0.00	01/03/2017
101-420-511-5730 Program supplies				PW Clock
130306356668 Total:		8.99		
174656399555	12/1/2016	48.25	0.00	01/03/2017
101-200-511-5799 Other materials & supplies				Monitor stand
174656399555 Total:		48.25		
18418778970	11/23/2016	169.99	0.00	01/03/2017
101-210-511-5700 Office supplies				Printer
18418778970 Total:		169.99		

Invoice Number / Account Number	Invoice Date	Amount	Quantity	Payment Date / Description
218951835900	11/11/2016	199.99	0.00	01/03/2017
101-350-512-5770 Training supplies				Garmins
218951835900 Total:		199.99		
2449832380162	11/22/2016	97.79	0.00	01/03/2017
101-000-210-2650 Contractor Permits Payable				Tablet case
2449832380162 Total:		97.79		
264792367795	11/30/2016	7.82	0.00	01/03/2017
101-200-511-5700 Office supplies				Post It Notes
264792367795 Total:		7.82		
284284105778	11/11/2016	109.99	0.00	01/03/2017
101-250-511-6530 Equipment - data processing				Asus LED
284284105778 Total:		109.99		
293950811802	12/7/2016	17.99	0.00	01/03/2017
101-400-511-5730 Program supplies				Toner
293950811802 Total:		17.99		
72483428667	11/10/2016	17.97	0.00	01/03/2017
101-250-511-6530 Equipment - data processing				HDMI Cables
72483428667 Total:		17.97		
Amazon Total:		878.77		
American First Aid Services AFAS INC				
44610	12/7/2016	29.00	0.00	01/03/2017
101-200-511-5599 Other contractual				Replenish Village Hall Break room
44610 Total:		29.00		

Invoice Number / Account Number	Invoice Date	Amount	Quantity	Payment Date / Description
American First Aid Service		29.00		
Best Quality Cleaning, Inc.				
BESTQU				
17867	12/20/2016	2,813.34	0.00	01/03/2017
101-420-511-5240 Janitorial				Cleaning Service - Dec 2016
17867	12/20/2016	416.66	0.00	01/03/2017
205-571-515-5240 Janitorial				Cleaning Service - Dec 2016
17867 Total:		3,230.00		
Best Quality Cleaning, Inc.		3,230.00		
Call One				
CALLONE				
1129134	12/15/2016	1,137.34	0.00	01/03/2017
101-210-511-5580 Telephone				Telephone Services - Admin/Police
1129134 Total:		1,137.34		
1129136	12/15/2016	370.48	0.00	01/03/2017
101-210-511-5580 Telephone				Telephone Services - Police Radio
1129136 Total:		370.48		
1129137	12/15/2016	38.69	0.00	01/03/2017
101-210-511-5580 Telephone				Telephone Services - Aquatic Center
1129137 Total:		38.69		
1129138	12/15/2016	306.35	0.00	01/03/2017
660-610-519-5580 Telephone				Telephone Services - Public Works
1129138 Total:		306.35		
1129140	12/15/2016	41.67	0.00	01/03/2017
660-610-519-5580 Telephone				Telephone Services - Public Works

Invoice Number / Account Number	Invoice Date	Amount	Quantity	Payment Date / Description
1129140 Total:		41.67		
1129141	12/15/2016	42.38	0.00	01/03/2017
660-610-519-5580 Telephone				Telephone Services - Pump House
1129141 Total:		42.38		
1129143	12/15/2016	479.96	0.00	01/03/2017
101-210-511-5580 Telephone				Telephone Services - Municipal Center
1129143 Total:		479.96		
1129144	12/15/2016	263.00	0.00	01/03/2017
101-210-511-5580 Telephone				Telephone Services - Red Center
1129144 Total:		263.00		
Call One Total:		2,679.87		
Canon Solutions America, Inc				
CANONSOL				
902526338	12/20/2016	328.70	0.00	01/03/2017
101-240-517-5570 Professional associations				Maint kit TCS300-500
902526338 Total:		328.70		
Canon Solutions America,		328.70		
Cassidy Tire				
CASSIDYT				
6180101	12/7/2016	1,183.24	0.00	01/03/2017
101-440-513-5480 R&M - vehicles				Tires for Truck #3
6180101 Total:		1,183.24		
6180102	12/7/2016	974.00	0.00	01/03/2017
660-620-519-5480 R&M - vehicles				Tires for Truck #6

Invoice Number / Account Number	Invoice Date	Amount	Quantity	Payment Date / Description
6180102 Total:		974.00		
Cassidy Tire Total:		2,157.24		
ClientFirst Consulting Group, LLC				
CLIENTFI				
7127	11/30/2016	1,391.25	0.00	01/03/2017
101-250-511-5320 Consulting				IT Management
7127 Total:		1,391.25		
7128	11/30/2016	1,552.50	0.00	01/03/2017
101-250-511-5330 Data processing				Network Improvements
7128 Total:		1,552.50		
7129	11/30/2016	5,625.00	0.00	01/03/2017
101-250-511-5320 Consulting				IT Support
7129 Total:		5,625.00		
7130	11/30/2016	316.25	0.00	01/03/2017
660-620-519-5320 Consulting				Public Works
7130 Total:		316.25		
7131	11/30/2016	1,322.50	0.00	01/03/2017
101-250-511-5330 Data processing				Server Replacement
7131 Total:		1,322.50		
7132	11/30/2016	3,045.00	0.00	01/03/2017
660-620-519-5320 Consulting				PW to Stand Pipe inter Bldg Fiber
7132 Total:		3,045.00		
7133	11/30/2016	3,045.00	0.00	01/03/2017
660-620-519-5320 Consulting				PW to Stand Pipe inter Bldg Fiber

Invoice Number / Account Number	Invoice Date	Amount	Quantity	Payment Date / Description
7133 Total:		3,045.00		
7134	11/30/2016	2,783.75	0.00	01/03/2017
101-250-511-6530 Equipment - data processing				PC Replacement
7134 Total:		2,783.75		
7135	11/30/2016	2,412.50	0.00	01/03/2017
215-000-512-5599 Other contractual				CAD Consolidation Asst
7135 Total:		2,412.50		
ClientFirst Consulting Gro		21,493.75		
Douglas Truck Parts				
DOUGTK				
23598	12/16/2016	437.75	0.00	01/03/2017
101-440-513-5480 R&M - vehicles				Step for Sweeper #1
23598 Total:		437.75		
Douglas Truck Parts Total:		437.75		
Fleet Safety Supply				
FLEETS				
66977	12/16/2016	98.81	0.00	01/03/2017
101-350-512-5730 Program supplies				Auto eject covers A7
66977 Total:		98.81		
Fleet Safety Supply Total:		98.81		
iSolved				
ISOLVED				
848761	12/10/2016	52.58	0.00	01/03/2017
101-400-511-5440 R&M - office equipment				Monthly maintenance costs for Time Clock

Invoice Number / Account Number	Invoice Date	Amount	Quantity	Payment Date / Description
848761	12/10/2016	83.65	0.00	01/03/2017
205-530-515-5730 Program supplies				Monthly maintenance costs for Time Clock
848761	12/10/2016	14.34	0.00	01/03/2017
205-560-515-5405 R&M - buildings				Monthly maintenance costs for Time Clock
848761 Total:		150.57		
iSolved Total:		150.57		
JMI Instrument Company				
JMI				
CPR1669	12/13/2016	217.66	0.00	01/03/2017
660-620-519-5730 Program supplies				Yokogawa Chart
CPR1669 Total:		217.66		
JMI Instrument Company T		217.66		
Lincolnwood Auto Const. Inc.				
LINCAC				
121516	12/15/2016	904.80	0.00	01/03/2017
101-440-513-5480 R&M - vehicles				Repair for Truck #2
121516 Total:		904.80		
Lincolnwood Auto Const. I		904.80		
Lionheart Critical Power Specialists, Inc.				
LIONHEAR				
2076409	12/15/2016	1,978.53	0.00	01/03/2017
101-350-512-5405 R&M - buildings				Generator repairs
2076409 Total:		1,978.53		
Lionheart Critical Power S		1,978.53		

Invoice Number / Account Number	Invoice Date	Amount	Quantity	Payment Date / Description
Lowe's Business Acc/GECF				
LOWES				
08722	12/21/2016	235.83	0.00	01/03/2017
101-350-512-5799 Other materials & supplies				Carpet cleaner & soap
08722 Total:		235.83		
2459	12/14/2016	4.93	0.00	01/03/2017
101-420-511-5730 Program supplies				Door stoppers for Admin Dept
2459 Total:		4.93		
2486	12/2/2016	0.94	0.00	01/03/2017
101-410-511-5730 Program supplies				Baking soda for PW
2486 Total:		0.94		
2516	12/15/2016	9.94	0.00	01/03/2017
101-420-511-5730 Program supplies				Fuses for PD
2516 Total:		9.94		
2697	12/5/2016	311.60	0.00	01/03/2017
660-620-519-5730 Program supplies				Pump for fire hydrant
2697 Total:		311.60		
2838	12/7/2016	7.38	0.00	01/03/2017
101-420-511-5730 Program supplies				Duct tape
2838 Total:		7.38		
2865	12/7/2016	56.80	0.00	01/03/2017
205-430-515-5730 Program supplies				Duct tape
2865 Total:		56.80		
2877	12/7/2016	22.40	0.00	01/03/2017
205-430-515-5730 Program supplies				Nails for Proesel Park
2877 Total:		22.40		

Invoice Number / Account Number	Invoice Date	Amount	Quantity	Payment Date / Description
2936	12/8/2016	26.80	0.00	01/03/2017
205-430-515-5730 Program supplies				Nails for Proesel Park
2936 Total:		26.80		
2949	12/8/2016	28.00	0.00	01/03/2017
205-430-515-5730 Program supplies				Nails for Proesel Park
2949 Total:		28.00		
Lowe's Business Acc/GEC		704.62		
Madison National Life				
MADISON				
1237245	12/19/2016	163.63	0.00	01/03/2017
101-200-511-5150 Insurance - group life & AD&D				Insurance - January
1237245	12/19/2016	106.23	0.00	01/03/2017
101-210-511-5150 Insurance - group life & AD&D				Insurance - January
1237245	12/19/2016	72.01	0.00	01/03/2017
101-240-517-5150 Insurance - group life & AD&D				Insurance - January
1237245	12/19/2016	592.47	0.00	01/03/2017
101-300-512-5150 Insurance - group life & AD&D				Insurance - January
1237245	12/19/2016	17.02	0.00	01/03/2017
101-350-512-5150 Insurance - group life & AD&D				Insurance - January
1237245	12/19/2016	34.60	0.00	01/03/2017
101-400-511-5150 Insurance - group life & AD&D				Insurance - January
1237245	12/19/2016	35.16	0.00	01/03/2017
101-410-511-5150 Insurance - group life & AD&D				Insurance - January
1237245	12/19/2016	95.74	0.00	01/03/2017
101-440-513-5150 Insurance - group life & AD&D				Insurance - January
1237245	12/19/2016	57.79	0.00	01/03/2017
205-430-515-5150 Insurance - group life & AD&D				Insurance - January
1237245	12/19/2016	72.95	0.00	01/03/2017
205-500-515-5150 Insurance - group life & AD&D				Insurance - January
1237245	12/19/2016	94.44	0.00	01/03/2017
660-620-519-5150 Insurance - group life & AD&D				Insurance - January
1237245 Total:		1,342.04		

Invoice Number / Account Number	Invoice Date	Amount	Quantity	Payment Date / Description
Madison National Life Tot		1,342.04		
MES				
MES				
IN1088661	12/14/2016	994.96	0.00	01/03/2017
101-350-512-5665 Firefighting supplies				1.75" hose
IN1088661 Total:		994.96		
MES Total:		994.96		
Monastero's Ristorante				
MONASTER				
122716	12/27/2016	500.00	0.00	01/03/2017
205-504-515-5645 Concessions & food				Daddy Daughter Dance Food Deposit
122716 Total:		500.00		
Monastero's Ristorante Tot		500.00		
Morton Grove Automotive West				
MORTONG				
56798	12/9/2016	344.95	0.00	01/03/2017
205-430-515-5480 R&M - vehicles				Alternator for Tractor #4
56798 Total:		344.95		
Morton Grove Automotive		344.95		
NAPA				
NAPA				
245306	12/13/2016	20.79	0.00	01/03/2017
101-350-512-5480 R&M - vehicles				Ford connector

Invoice Number / Account Number	Invoice Date	Amount	Quantity	Payment Date / Description
245306 Total:		20.79		
245368	12/14/2016	29.90	0.00	01/03/2017
101-300-512-5480 R&M - vehicles				Fuel line repair
245368 Total:		29.90		
NAPA Total:		50.69		
Nu Toys Leisure Products				
NUTOYS				
45581	12/16/2016	140.65	0.00	01/03/2017
205-430-515-5470 R&M - Recreation equipment				Playground Equipment
45581 Total:		140.65		
Nu Toys Leisure Products T		140.65		
O'Connor, Timothy				
OCONNOR				
121816	12/18/2016	1,932.00	0.00	01/03/2017
101-300-512-5065 Tuition reimbursement				Educational assistance for two courses
121816 Total:		1,932.00		
O'Connor, Timothy Total:		1,932.00		
Raypole, Travis				
RAYPOLE				
1221	12/21/2016	1,640.00	0.00	01/03/2017
101-300-512-5065 Tuition reimbursement				Educational assistance for five credit hours
1221 Total:		1,640.00		
Raypole, Travis Total:		1,640.00		

Invoice Number / Account Number	Invoice Date	Amount	Quantity	Payment Date / Description
SHI International Corp				
SHI				
B05826089	12/2/2016	179.17	0.00	01/03/2017
217-000-561-6100 Land acquisition & improveme				Server network card
B05826089 Total:		179.17		
SHI International Corp Tot		179.17		
Sprayer Specialties, Inc.				
SPRAYER				
0979540-IN	12/13/2016	50.60	0.00	01/03/2017
660-620-519-5480 R&M - vehicles				Gauge for Truck #7
0979540-IN Total:		50.60		
Sprayer Specialties, Inc. To		50.60		
The Faucet Shoppe				
THEFAUCE				
50226	12/7/2016	723.15	0.00	01/03/2017
101-420-511-5730 Program supplies				Flange, handle kit, tool, silicone
50226 Total:		723.15		
The Faucet Shoppe Total:		723.15		
United States Postal Service				
USPOSTAL				
PB122116	12/21/2016	59.67	0.00	01/03/2017
101-210-511-5720 Postage				Pitney Bowes postage
PB122116	12/21/2016	19.94	0.00	01/03/2017
101-210-511-5720 Postage				Pitney Bowes postage
PB122116	12/21/2016	2.07	0.00	01/03/2017
101-210-511-5720 Postage				Pitney Bowes postage

Invoice Number / Account Number	Invoice Date	Amount	Quantity	Payment Date / Description
PB122116	12/21/2016	4.19	0.00	01/03/2017
101-210-511-5720 Postage				Pitney Bowes postage
PB122116	12/21/2016	155.66	0.00	01/03/2017
101-210-511-5720 Postage				Pitney Bowes postage
PB122116	12/21/2016	24.15	0.00	01/03/2017
101-210-511-5720 Postage				Pitney Bowes postage
PB122116	12/21/2016	128.91	0.00	01/03/2017
205-500-515-5720 Postage				Pitney Bowes postage
PB122116	12/21/2016	4.65	0.00	01/03/2017
205-500-515-5720 Postage				Pitney Bowes postage
PB122116	12/21/2016	21.44	0.00	01/03/2017
101-210-511-5720 Postage				Pitney Bowes postage
PB122116	12/21/2016	6.93	0.00	01/03/2017
101-210-511-5720 Postage				Pitney Bowes postage
PB122116	12/21/2016	269.77	0.00	01/03/2017
660-610-519-5720 Postage				Pitney Bowes postage
PB122116 Total:		697.38		
United States Postal Servic		697.38		
Westmont Auto Parts				
WESTMONT				
14625	12/8/2016	111.25	0.00	01/03/2017
101-440-513-5480 R&M - vehicles				Switch
14625 Total:		111.25		
14632	12/9/2016	281.16	0.00	01/03/2017
101-440-513-5480 R&M - vehicles				Filter for Truck #25
14632 Total:		281.16		
14676	12/14/2016	324.39	0.00	01/03/2017
101-300-512-5480 R&M - vehicles				Fuel pump for Squad #31
14676 Total:		324.39		

Invoice Number / Account Number	Invoice Date	Amount	Quantity	Payment Date / Description
Westmont Auto Parts Total		716.80		
Zoll Medical Corporation GPO ZOLLMEDC				
2457116	12/8/2016	420.00	0.00	01/03/2017
101-350-512-5660 EMS supplies				CPR stat pads
2457116 Total:		420.00		
2457793	12/9/2016	36.48	0.00	01/03/2017
101-350-512-5660 EMS supplies				Monitor paper
2457793 Total:		36.48		
Zoll Medical Corporation G		456.48		
Report Total:		45,228.94		

Return to VB Agenda

Request For Board Action

REFERRED TO BOARD: January 3, 2017 **AGENDA ITEM NO: 1**

ORIGINATING DEPARTMENT: Village Manager's Office

SUBJECT: Approval of a Resolution Approving Payment for Software Licenses from OSSI Sungard for E9-1-1 Computer-Aided Dispatch and Mobile in the Amount of $30,572

SUMMARY AND BACKGROUND OF SUBJECT MATTER:
In the summer of 2015, the State of Illinois adopted Public Act 99-0006, which significantly amended the Emergency Telephone Systems Act and repealed the Wireless Emergency Telephone Safety Act, for the purpose of consolidating all E9-1-1 dispatch centers in order to prepare for a statewide conversion to a "Next Generation" E9-1-1 system. Most significantly for municipalities, the Act severely limits local control of the operation and maintenance of emergency dispatch centers. The Act imposed a statewide mandate requiring dispatch centers serving populations less than 25,000 to consolidate and limits the local authority to collect E9-1-1 fees.

For over 30 years the Village has maintained an E9-1-1 dispatch center (dispatch center) at the Police Department. The purpose of this dispatch center has been to receive E9-1-1 telephone calls and non-emergency administrative telephone calls and provide callers with a response including dispatching Police Officers, Fire Fighters, or transferring inquiries and other requests for service to the appropriate department. In 2002, the Village outsourced Fire and Paramedic calls to the Regional Emergency Dispatch (RED) Center which provides such services to nine fire departments and five fire protection districts. When a fire or paramedic call comes to the Lincolnwood Police Department, the call is transferred to RED Center which is then dispatched to the Lincolnwood Fire Department for emergency response.

Due to the fact that the Village would lose its E9-1-1 revenue if it did not consolidate its dispatch center, staff considered proposals from area municipalities to serve as the Village's dispatch center. On November 1, 2016 the Village Board approved a five year Intergovernmental Agreement (IGA) with the Village of Skokie to provide police, fire and paramedic dispatch services to the Village. As part of the agreement the Village is required to pay for all software licenses necessary to combine dispatch services. In addition to approval of the IGA an agreement with Tyler Technologies (formerly New Word Systems Corporation) was approved to upgrade the Police Department's current records management system and create an interface with OSSI Sungard Computer Aided Dispatch which is used by the Village of Skokie. As part of the interface the Village must purchase software licenses from OSSI Sungard so that each call for service can be electronically imported into the records management system without error, omission or redundancy. The attached quote includes the purchaes of 24- SunGard mobile licenses and one-Computer Adided Dispatch license which will be used by the Police and Fire Department. The software is proprietary and is necessary in order to combine communications with the Village of Skokie.

Upon receiving the licenses staff will work with Client First, the Village's contractual IT provider to begin installing the software on all necessary hardware.

FINANCIAL IMPACT:
$41,220 is allocated in the FY 2016/2017 budget for the interface.

DOCUMENTS ATTACHED:
1. Proposed Resolution
2. Quote for Licenses
3. Letter of Recommendation from Client First

RECOMMENDED MOTION:
Move to approve a Resolution approving the payment for software licenses for computer-aided dispatch.

VILLAGE OF LINCOLNWOOD

RESOLUTION NO. 2017- _____

AN RESOLUTION APPROVING THE PAYMENT FOR SOFTWARE LICENSES FOR COMPUTER-AIDED DISPATCH

WHEREAS, the Village of Lincolnwood is a home rule municipal corporation in accordance with Article VII, Section 6(a) of the Constitution of the State of Illinois of 1970; and

WHEREAS, Public Act 99-0006 of the Illinois General Assembly amended the Emergency Telephone System Act, 450 ILCS 750/0.01, *et seq*., to require municipalities whose public safety answering points ("***PSAP***") serve a population less than 25,000 to consolidate their PSAPs with those of other communities, so that no PSAP in the state serves a population under 25,000; and

WHEREAS, to comply with Public Act 99-0006, the Village has entered into an intergovernmental agreement with the Village of Skokie (***"Skokie"***) for the provision by Skokie of 9-1-1 emergency call answering and dispatch services to Lincolnwood's residents and businesses through Skokie's Police/Fire Communication Center (***"Skokie Dispatch Center"***) to the Village (***"IGA"***); and

WHEREAS, the Skokie Dispatch Center utilizes a computer-aided dispatch interface system developed by OSSI Sungard, of High Point, North Carolina (***"OSSI Sungard"***); and

WHEREAS, in order for the Village Police and Fire Department to interface with the Skokie Dispatch Center and maintain accurate call records, Skokie must obtain 25 additional software licenses from OSSI Sungard for computer-aided dispatch and mobile services (collectively, the ***"Software Licenses"***); and

WHEREAS, Skokie and OSSI Sungard have entered into an agreement for the provision of the Software Licenses, in an amount not to exceed $30,572.00; and

WHEREAS, the Village President and Board of Trustees have determined that, in furtherance of the Village's and Skokie's respective obligations under the IGA, it is necessary and appropriate for the Village to pay the $30,572.00 fee for the Software Licenses;

NOW, THEREFORE, BE IT RESOLVED BY THE PRESIDENT AND BOARD OF TRUSTEES OF THE VILLAGE OF LINCOLNWOOD, COOK COUNTY, ILLINOIS, as follows:

SECTION 1. RECITALS. The facts and statements contained in the preamble to this Resolution are found to be true and correct and are hereby adopted as part of this Resolution.

SECTION 2. APPROVAL OF PAYMENT FOR SOFTWARE LICENSES. The Village President and Board of Trustees hereby approve the payment by the Village of the $30,572.00

fee for the Software Licenses. The President and Board of Trustees direct the Village Manager and Village Finance Director to take all necessary steps to pay directly to OSSI Sungard the $30,572.00 fee, in accordance with the agreement amendment between Skokie and OSSI Sungard attached to this Resolution as **Exhibit A** (***"Skokie/Sungard Amendment"***)

SECTION 3. CONDITION. Upon the amendment, modification, or termination of the Skokie/Sungard Amendment, this Resolution will automatically become null and void, and of no further force or effect, unless the Village Board approves such amendment, modification, or termination by resolution duly adopted.

SECTION 4. EFFECTIVE DATE. This Resolution will be in full force and effect from and after its passage and approval as provided by law.

PASSED this ___ day of _____, 2017.

AYES: _____

NAYS:

ABSENT:

ABSTENTION:

APPROVED by me this _____ day of _____, 2017.

_____
Gerald C. Turry, President
Village of Lincolnwood, Cook County, Illinois

ATTESTED and FILED in my office this
_____ day of _____, 2017

_____
Beryl Herman, Village Clerk
Village of Lincolnwood, Cook County, Illinois

EXHIBIT A

SKOKIE/SUNGARD AMENDMENT

Return to VB Agenda

SUNGARD PUBLIC SECTOR

Add-On Quote

Quote Prepared By:

Brian Rennie
4000 OSSI Court
High Point, NC 27265
Phone: 336-878-1287 Fax: (407) 304-1272
Email: brian.rennie@sungardps.com

Quote Prepared For:

Tomasz Tarasiuk, MIS
Skokie Police Department
7300 Niles Center Road
60077, IL Skokie
(847) 982-5991

Quote	Date	Valid Until

License Fees

Computer-Aided Dispatch

Product Code	Product Name	Quantity	Ext Price	Maintenance
CAD-INT-GEN	ONESolution Generic CAD Event Export-Law/Fire/EMS	1	7,500.00	1,200.00
		Totals:	**$7,500.00**	**$1,200.00**

Mobile

Product Code	Product Name	Quantity	Ext Price	Maintenance
MCT-CLIENT	ONESolution MCT Client-Digital Dispatch	24	19,200.00	3,072.00
		Totals:	**$19,200.00**	**$3,072.00**

Professional Services

Computer-Aided Dispatch

Product Code	Product Name		Proj Mgmt	Installation	Tech Svcs	Training	Impl Svcs	Consulting	Development	Total Services
CAD-INT-GEN	ONESolution Generic CAD Event Export-Law/Fire/EMS	Ext Price:	480.00	1,400.00	-	-	-	-	-	1,880.00
		Totals:	**$480.00**	**$1,400.00**	**-**	**-**	**-**	**-**	**-**	**$1,880.00**

Services

Product Code	Product Name		Proj Mgmt	Installation	Tech Svcs	Training	Impl Svcs	Consulting	Development	Total Services
PS-IN	Installation	Ext Price:	-	2,100.00	-	-	-	-	-	2,100.00
PS-PM	Project Management	Ext Price:	960.00	-	-	-	-	-	-	960.00
		Totals:	**$960.00**	**$2,100.00**	**-**	**-**	**-**	**-**	**-**	**$3,060.00**

Product & Services

License Fees:	$26,700.00
Professional Services:	$4,940.00
Subtotal:	$31,640.00

Discounts

License Fee Discount:	$5,340.00

Product & Services Totals	
Net License Fees:	$21,360.00
Net Professional Services:	$4,940.00
Total:	$26,300.00
Maintenance:	$4,272.00

Product Notes

MCT-CLIENT: Purchase of base product includes the following features.
-ONESolution MCT Client-Digital Dispatch (MCT-CLIENT)
-ONESolution MCT Client-MAPS (MCT-MAP)
-Client access to Message Switch

Comments:

These licenses are going to be used by the Lincolnwood Police Department and Fire Department.

Notwithstanding, Customer is responsible for all payments here under in the event of non-payment. All billing of Licensing, Services & Maintenance fees should be sent to:

Village of Lincolnwood
Ashley Engelmann
Assistant Village Manager
6900 N. Lincoln Ave
Lincolnwood, IL 60712

Payment terms as follows, unless otherwise notated below for Special Payment Terms by Product:

License, Project Planning, Project Management, Consulting, Technical Services, Conversion, Third Party Product Software and Hardware Fees are due upon execution of this Quote. Project Management Fees will be invoiced as one combined fee. Training fees and Travel & Living expenses are due as incurred monthly. Installation is due upon completion. Custom Modifications, System Change Requests or SOW's for customization, and Third Party Product Implementation Services fees are due 50% on execution of this Quote and 50% due upon invoice, upon completion. Unless otherwise provided, other Professional Services are due monthly, as such services are delivered. Additional services, if requested, will be invoiced at then-current rates. Any shipping charges shown are estimated only and actual shipping charges will be due upon invoice, upon delivery.

Annual Subscription Fee(s): Initial annual subscription fees are due 100% on the Execution Date. The initial annual subscription term for any subscription product(s) listed above shall commence on the Execution Date of this Agreement and extend for a period of one (1) year. Thereafter, the subscription terms shall automatically renew for successive one (1) year terms, unless either party gives the other party written notice of non-renewal at least sixty (60) days prior to expiration of the then-current term. The then-current fee will be specified by SunGard Public Sector in an annual invoice to Customer thirty (30) days prior to the expiration of then-current annual period.

SunGard Public Sector Application Annual Support: Customer is committed to the initial term of Agreement and extends for a twelve (12) month period. Subsequent terms of support will be for twelve (12) month periods, commencing at the end of the prior support period. Support fees shown are for the second term of support and which shall be due prior to the start of that term. Fees for subsequent terms of support will be due prior to the start of each term at the then prevailing rate. Except for the second term of support for which SunGard Public Sector is committed, subsequent terms will renew automatically until such time a party receives written notice from the other party thirty (30) days prior to the expiration of the then current term. Notification of non renewal is required prior to the start of the renewal term. Customer will be invoiced, and payment is due, upon renewal.

Third Party Product Annual Support Fees: The support fee for the initial annual period is included in the applicable Third Party Product License fees(s) unless otherwise stated. Subsequent terms invoiced by SunGard Public Sector will renew automatically at then-prevailing rates until such time SunGard Public Sector receives written notice of non-renewal from the Customer ninety (90) days in advance of the expiration of the then-current term. Notification of non-renewal is required prior to the start of the renewal term. Customer will be invoiced, and payment is due, upon renewal. As applicable for certain Third Party Products that are invoiced directly by the third party to Customer, payment terms for any renewal term(s) of support shall be as provided by the third party to Customer.

Additional Terms:

This Quote constitutes an Amendment to the Software License & Services Agreement and the Maintenance Agreement (together, the "Contract and Agreement") by and between the parties hereto. The product and pricing information detailed above comprises the "Exhibit 1" schedule attached to this Amendment. Except as otherwise provided herein, all terms and conditions of the Contract and Agreement shall remain in full force and effect.

Any interfaces listed above are interfaces only. Customer shall be responsible for obtaining the applicable software, hardware and system software from the appropriate third party vendor.

Any software applications listed above which are solely owned by SunGard Public Sector are "Component Systems" under the provisions of the Contract and Agreement. Before signing this Quote, please contact your Account manager if you are not certain which software applications are owned by SunGard Public Sector.

Any hardware or other third party products and services listed above, including third party software, are "Pay Agency Products" under the provisions of the Contract and Agreement.

For training and on-site project management sessions which are cancelled at the request of Customer within fourteen (14) days of the scheduled start date, Customer is responsible for entire price of the training or on-site project management plus incurred expenses.

Skokie Police Department

Authorized Signature: _____ **Date:** _____ **Printed Name:** _____

CLIENTFIRST
TECHNOLOGY CONSULTING

OPTIMAL TECHNOLOGY GUIDANCE

December 27, 2016

Ashley Engelmann
Assistant Village Manager
Village of Lincolnwood
6900 N. Lincoln Ave.
Lincolnwood, IL 60712

Re: Procurement of SunGard Mobile Data Computer Software

Dear Ms. Engelmann,

The Village of Lincolnwood has agreed to combine Police E911 Dispatch operations with the Village of Skokie. Skokie currently uses SunGard for Computer Aided Dispatch (CAD) and Records Management Systems (RMS). Lincolnwood uses New World Systems (NWS) for CAD and RMS.

As a part of this agreement, the Village of Lincolnwood Consolidated Dispatch Team, with members from Administration, Fire, Information Technology, and Police have determined that the most cost-effective method of dispatching police and fire vehicles from Skokie will be to utilize the Skokie-based SunGard system for CAD and continue to use Lincolnwood's existing New World Systems RMS.

To successfully utilize the SunGard CAD system, "client" software must be installed on each computer that will receive Dispatch commands. This includes police squad cars, command vehicles, and designated desktop computers. Per the previously negotiated Intergovernmental Agreement (IGA) between the Villages, the SunGard CAD client software licenses are to be purchased and maintained by the Village of Lincolnwood in conjunction with the Skokie dispatch system.

The attached quote includes the necessary SunGard client licenses, a "connector" license to be used specifically for Lincolnwood dispatch and associated professional services for installation. Installation support is expected to be telephone-based. Therefore, no additional out-of-pocket expenses are forecast. These licenses will support the Police Department. Additional client licenses will be required for the Fire Department. Due to implementation timing, the Fire Department licenses will be procured at a later date.

SunGard CAD licenses must be purchased through SunGard as a sole-source procurement. There are no third-party options available for SunGard client licenses. *CLIENTFIRST* has reviewed the SunGard quote and found that the client license and installation costs included are reasonable and within an appropriate range when compared to industry norms.

Based on our review of these licenses, *CLIENTFIRST* concurs with staff's recommendation of procuring these licenses from SunGard.

If you have any questions, feel free to contact me at 847.598.0345, or via email at tjakobsen@clientfirstcg.com for additional information.

Sincerely,

Tom Jakobsen
Senior Partner
IT Infrastructure and Operations Practice Leader

December 27, 2016

Ashley Engelmann
Assistant Village Manager
Village of Lincolnwood
6900 N. Lincoln Ave.
Lincolnwood, IL 60712

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Sincerely,

Tom Jakobsen
Senior Partner
IT Infrastructure and Operations Practice Leader

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Return to VB Agenda

Request for Board Action

REFERRED TO BOARD: January 3, 2017 **AGENDA ITEM NO: 2**

ORIGINATING DEPARTMENT: Public Works

SUBJECT: Approval of a Resolution Authorizing a Contract Renewal with Best Quality Cleaning, Inc. of Franklin Park, Illinois for Janitorial Services in the Amount of $38,760

SUMMARY AND BACKGROUND OF SUBJECT MATTER:
On December 22, 2006 a Request for Proposals (RFP) for professional janitorial services was released. The RFP outlined the services that needed to be performed at Public Works, Village Hall, Community Center, Police Department, and the Fire/Community Development Departments. Specifications were sent to 28 firms and advertisements were submitted to the Pioneer Press and Dodge Report. On January 17, 2007 the Public Works Department received seven proposals for janitorial services. Upon receipt of the bids, staff worked to negotiate a contract with the firm determined to be most qualified, Best Quality Cleaning, Inc. of Franklin Park, Illinois.

On February 1, 2007 the Village Board awarded a professional janitorial contract to Best Quality Cleaning, Inc. for one year with the option to renew. Throughout the first year of the contract staff was pleased with their services. On January 23, 2008 Best Quality Cleaning, Inc.'s contract was renewed with a modification that allowed for the contractor to utilize environmentally-friendly cleaning products at all municipal facilities for glass cleaner, floor soap, counters, stainless steel and washroom fixtures. The modification allowed for additional compensation to the contractor in the amount of $200 per month for the use of environmentally-friendly cleaning products. This modification increased the annual contract price negotiated in 2007 by $2,400 per year. On February 5, 2009 the Village Board renewed the janitorial contract for an additional year with the same price, terms and conditions of the contract renewed on January 23, 2008.

In 2010, due to the state of the economy, staff met with Best Quality Cleaning, Inc. to discuss ways to reduce the contract price for fiscal year 2010/2011. Staff was able to negotiate a reduced contract in the amount of $38,760 for a savings of $10,640 during fiscal year 2010/2011. The reduced contract modified the services provided as outlined in Table 1.

Table 1. Comparison of Services		
Location	**Original Services**	**Modified Services**
Police Station	6 days/week- full clean	4 days/week-full clean 2 days/week-washrooms & lunchrooms
Fire Station	6 days/week-full clean	4 days/week-full clean 2 days/week-washrooms & lunchrooms
Village Hall	5 days/week-full clean	3 days/week-full clean 2 days/week- washrooms & lunchrooms
Public Works	5 days/week-full clean	3 days/week-full clean 2 days/week- washrooms & lunchrooms
Community Center	7 days/week-full clean	5 days/week-full clean 2 days/week- washrooms & lunchrooms

Since 2010 the Village Board has renewed the contract for an additional year each year with a continuation of the modified services contract that was negotiated in 2010.

Best Quality Cleaning, Inc. has satisfactorily met the contract specifications for the last eight years. Therefore, staff is requesting that their contract be extended for one additional year as allowed by the 2007 contract with a continuation of the modified services agreement during fiscal year 2010/2011. The cleaning will include the following:

- Clean inside and outside of stove warming ovens, and microwave
- Clean inside and outside of refrigerator
- Clean inside and outside of cabinets
- Clean and sanitize all counter tops and back splash (move items to clean)
- Scour sink
- Spot clean walls
- Detail sweep and mop floor
- Wipe down wastebasket inside and out
- Scrub floor – 1 time per month

FINANCIAL IMPACT:
Funds will be budgeted accordingly in the Public Works Building Maintenance Fund for FY 2017/2018.

DOCUMENTS ATTACHED:
1. Proposed Resolution
2. Agreement Extension with Contract
3. Best Quality Cleaning, Inc.'s Letter of Intent to Renew

RECOMMENDED MOTION:
Move to approve a Resolution authorizing the Village Manager to extend the professional janitorial services contract with Best Quality Cleaning, Inc. for one year in the amount of $38,760.

Return to VB Agenda

VILLAGE OF LINCOLNWOOD

RESOLUTION NO. R2017-_____

A RESOLUTION APPROVING A ONE-YEAR EXTENSION OF A CONTRACT WITH BEST QUALITY CLEANING, INC. OF FRANKLIN PARK ILLINOIS, FOR JANITORIAL SERVICES

WHEREAS, on February 13, 2007, the Village of Lincolnwood, ("***Village***") entered into an agreement with Best Quality Cleaning, Inc., of Franklin Park, Illinois ("***Best Quality***"), for the provision of professional janitorial services ("***Agreement***"); and

WHEREAS, pursuant to Section 24.14 of the Agreement, the Village and Best Quality may mutually agree to extend the Agreement for additional one-year terms; and

WHEREAS, the Village and Best Quality have mutually agreed to extend the Agreement for additional one-year terms for calendar years 2008-2016; and

WHEREAS, the Village and Best Quality now desire to further extend the Agreement for an additional one-year term beginning March 1, 2017 ("***2017 Agreement Extension***"); and

WHEREAS, the Village President and Board of Trustees have determined that entering into the 2017 Agreement Extension with Best Quality will serve and be in the best interest of the Village;

NOW, THEREFORE, BE IT RESOLVED BY THE PRESIDENT AND BOARD OF TRUSTEES OF THE VILLAGE OF LINCOLNWOOD, COOK COUNTY, ILLINOIS, as follows:

SECTION 1. RECITALS. The facts and statements contained in the preamble to this Resolution are found to be true and correct and are hereby adopted as part of this Resolution.

SECTION 2. APPROVAL OF 2017 AGREEMENT EXTENSION. The 2017 Agreement Extension by and between the Village and Best Quality is hereby approved in substantially the form attached to this Resolution as **Exhibit A**.

SECTION 3. EXECUTION OF 2017 AGREEMENT EXTENSION. The Village Manager and Village Clerk are hereby authorized and directed to execute and attest, on behalf of the Village, the 2017 Agreement Extension upon receipt by the Village Clerk of at least one original copy of the 2017 Agreement Extension executed by Best Quality; provided however, that if the executed copy of the 2017 Agreement Extension is not received by the Village Clerk within 60 days after the effective date of this Resolution, then this authority to execute and attest will, at the option of the President and Board of Trustees, be null and void.

[SIGNATURE PAGE FOLLOWS]

Return to VB Agenda

PASSED this ___ day of _____, 2017.

AYES: _____

NAYS:_____

ABSENT:____

ABSTENTION:_____

APPROVED by me this _____ day of _____, 2017.

_____
Gerald C. Turry, President
Village of Lincolnwood, Cook County, Illinois

ATTESTED and FILED in my office this
_____ day of _____, 2017

_____
Beryl Herman, Village Clerk
Village of Lincolnwood, Cook County, Illinois

Return to VB Agenda

EXHIBIT A

2017 CONTRACT EXTENSION

Return to VB Agenda

AGREEMENT EXTENSION

FOR AND IN CONSIDERATION of their mutual promises, the Village of Lincolnwood (hereinafter "VILLAGE") and Best Quality Cleaning, Inc. (hereinafter "CONTRACTOR") hereby agree to adopt and continue each and every one of the conditions contained in the Agreement dated February 13, 2007 a copy of which is attached hereto. The undersigned agree that the service agreement dated February 13, 2007, is further modified as follows:

1. The Contractor shall provide general cleaning of the areas according to specifications and service as stated below:

    - Police Station- 4 days full clean, 2 days just washrooms and lunchrooms
    - Fire Station- 4 days full clean, 2 days just washrooms and lunchrooms
    - City Hall- 3 days full clean, 2 days just washrooms and lunchrooms
    - Public Works- 3 days full clean, 2 days just washrooms and lunchrooms
    - Community Center- 5 days full clean, 2 days just washrooms and lunchrooms

Green products will be used for cleaning.

The crew will arrive in the evening.

The above will be completed for a fee of $3,230.00 per month.

IN WITNESS WHEREOF, THE PARTIES have executed this agreement this day _____ of _____, 2017.

INDEPENDENT CONTRACTOR	VILLAGE OF LINCOLNWOOD
_____	_____
Authorized Representative (Sign)	Timothy C. Wiberg Village Manager
_____	
Title of Authorized Representative	ATTEST:
	_____
	Beryl Herman, Village Clerk

INDEPENDENT CONTRACTOR AGREEMENT

This Agreement (**"Agreement"** or **"Contract"**) is made as of this 13 day of February 2007, by and between the VILLAGE of LINCOLNWOOD, 6900 NORTH LINCOLN AVENUE, LINCOLNWOOD, ILLINOIS, 60712, an Illinois Home Rule Municipality (the **"Village"**) and BEST QUALITY CLEANING, INC. (the **"Contractor"**).

WHEREAS, the Village Corporate Authorities (**"Corporate Authorities"**) authorized an agreement for a 2007 Professional Janitorial Services (the **"Services"**).

WHEREAS, all candidates received the following Request for Proposals documents (**"RFP Documents"**) from the Village:

A. Notice and Instructions (attached hereto as **Exhibit "A"**);

B. RFP Specification Booklet (attached hereto as **Exhibit "B"**) containing the following items:

1. General Conditions and Instructions
2. Proposal

collectively described as the (**"RFP Documents"**) which are incorporated into and made part of this Agreement (as defined herein below) by this reference.

WHEREAS, on January 17, 2007 the Village received the lowest responsible RFP for the Services from Contractor.

WHEREAS, on February 1, 2007 the Village Board of Trustees (**"Board"**) authorized the Contractor to perform Professional Janitorial Services in the Village's Public Facilities as a part of the Village's 2007 Professional Janitorial Services Request for Proposals.

WHEREAS, the Village wishes to retain the Contractor under the terms and conditions of this Agreement.

WHEREAS, the Contractor wishes to be retained by the Village under the terms and conditions of this Agreement.

NOW THEREFORE IN CONSIDERATION of their mutual promises, the parties agree as follows:

1.0 ENTIRE AGREEMENT. This Agreement, including **Exhibits "A"** through **"E"** (collectively the **"Contract Documents"**) when properly signed, is the only form which will be recognized by the Village, supersedes all previous communications and negotiations, and constitutes the entire agreement (**"Agreement"**) between the parties. No terms stated by the Contractor in accepting or acknowledging this Agreement shall

be binding upon the Village unless duly approved and accepted in writing by the Village. The Contractor may not assign this Agreement without the Village's prior written consent. No waiver of a breach or any provision of the Agreement shall constitute a waiver of any other breach of such provision or of any other provisions. This Agreement shall specifically apply to the Proposal submitted by the Contractor dated January 17, 2007 and awarded by the Village on February 1, 2007 for the Project. Professional Janitorial Services will be performed at the prices submitted on page 3 of the Addendum to the original Proposal.

2.0 INCORPORATION OF RFP DOCUMENTS. All of the RFP Documents are specifically incorporated in this Agreement by reference and are made a part hereof.

3.0 CONTRACT BOND. Contractor's completed Contract Bond is attached hereto as **Exhibit "C"**.

4.0 CONTRACTOR'S DUTIES AND OBLIGATIONS UNDER THE AGREEMENT.

4.1 Commencement and Completion of Duties. The Contractor is retained to perform the duties and obligations in this Agreement and in the Proposal which is attached hereto as **Exhibit "B"** and which is specifically incorporated by reference as part of this Agreement. This Agreement shall commence on the date that this Agreement is executed by the Village.

4.2 Contractor's Services. The Contractor agrees that it shall undertake all Services necessary and incident to achieve the timely completion of the Services as specifically set forth in the RFP Specifications, except for those duties and obligations specifically imposed upon, or assumed by, any contractor(s), pursuant to contract(s) therefore with the Village.

4.3 Work to Conform to Specifications. The Contractor performing the Work hereunder shall comply in all respects to the specifications set forth in the RFP Documents.

4.4 Degree of Care. The Contractor shall perform all Services with that degree of skill and care reasonably expected from members of its profession performing work on projects of comparable size and complexity and in strict compliance with all applicable laws, codes and governmental regulations and specifications.

4.5 Completion Date. Contractor shall begin the services on March 1, 2007 and shall end the services on February 29, 2008.

5.0 INDEPENDENT CONTRACTOR. Neither Contractor nor its employees, representatives or subcontractors are in any sense employees of the Village, it being specifically agreed that in respect to the Village, the Contractor and any party employed or engaged by the Contractor is an independent contractor.

6.0 RESPONSIBILITY. The Contractor will be responsible for performing all work and/or supplying all materials as specified and insure proper conduct of the work as well as proper operation of any equipment installed as per this Agreement.

7.0 CONTRACTOR'S RESPONSIBILITY FOR SUBCONTRACTORS. If Contractor uses any subcontractors to perform any of the Services, Contractor will be responsible for supervision, quality control, warranty, payment and insurance of and for all work performed by the subcontractor. Contractors will ensure that all subcontractors are operating in compliance with all applicable federal and state laws and local ordinances.

7.1 Professional Licenses. Contractor shall obtain a copy of the current license (or evidence of verification thereof) of any subcontractor who is required by any federal, state law or local law to hold such a license. Contractor shall make such licenses available to the Village on request.

7.2 Insurance. Contractor shall require that any subcontractor have insurance coverage which is equivalent to Contractor's insurance requirement under this Agreement. Contractor shall make subcontractor's insurance policies or evidence thereof available to the Village on request.

7.3 Monitor Subcontractor's Progress. The Contractor shall monitor the progress and performance of all subcontractors. The Contractor shall promptly give notice and recommend courses of action to the Village if the contract requirements are not being fulfilled and, with the concurrence of the Village, initiate the directive that corrective action be taken by the appropriate responsible party.

7.4 No Contractual Arrangement with the Village. Nothing in these contract documents shall create any contractual arrangement between any subcontractor and the Village.

8.0 VILLAGE'S RESPONSIBILITIES UNDER THE AGREEMENT. The Village shall cooperate with the Contractor in order to enable the Contractor to perform its work hereunder and shall direct its employees, agents, contractors to reasonably cooperate with the Contractor. The Village shall assist the Contractor by placing at its disposal all available information pertinent to the Services, including previous reports and any other data relative to planning of the Services.

9.0 DOCUMENTS TO BECOME VILLAGE PROPERTY. The Contractor's plans, specifications, synopses, surveys, plans, illustrations, drawings, specifications, estimates, memoranda, tables, charts and catalogues and other documents including all documents on electronic and magnetic storage media, prepared pursuant to this Agreement shall become Village property once the Village has compensated the Contractor pursuant to this Agreement.

10.0 INSURANCE AND INDEMNIFICATION.

10.1 Insurance Coverage. The Contractor shall purchase and maintain during the term of this Agreement, insurance coverage which will satisfactorily insure it against claims and liabilities which could arise in connection with this Agreement. The forms of coverage, limits of liability, deductibles or self-insured portions, insurance provider and premium for such insurance coverage are subject to the Village's prior review and approval. The Contractor shall be responsible for payment of all policy deductibles. The insurance coverage required is as follows:

a. Commercial General Liability Insurance. Commercial General Liability Insurance protecting against any and all public liability claims which may arise in the course of performance of this Agreement and all subcontracts hereunder. The limits of liability for bodily injury shall not be less than $1,000,000 per person, including death, and $1,000,000 per occurrence. The limits of liability for property damage shall not be less than $1,000,000 per occurrence with an aggregate of not less than $2,000,000.

b. Comprehensive Automobile Liability Insurance. Comprehensive Automobile Liability Insurance including employers non ownership and hired car coverage, protecting against automobile claims whether on or off the Village's premises with bodily injury limits of not less than $1,000,000 per person and $1,000,000 per occurrence and property damage limits of not less than $1,000,000 per occurrence.

c. Worker's Compensation Insurance. Worker's Compensation Insurance covering any and all claims which may arise because of the Worker's Compensation and Occupational Disease Acts of the State of Illinois. The employer's liability section of the Worker's Compensation policy shall have a limit of not less than $500,000 and shall be consistent with the statutory limits of liability.

d. Errors and Omissions Insurance. Professional Errors & Omissions Liability Insurance in an amount not less than $1,000,000 per occurrence and $2,000,000 aggregate.

e. An Umbrella Insurance Policy in an amount not less than $1,000,000.

f. Completed operations insurance or the equivalent.

The Contractor shall cause the Village, its Trustees, agents, officials and employees to be listed as an additional named insured. As an additional named insured, the Village reserves the right to notify the Contractor's insurance carrier of any claims the Village may have against the Contractor. The Contractor shall furnish to the Village copies of all insurance policies or original certificates (not facsimiles) of insurance evidencing coverage as required above issued by an insurance company authorized to do business under the laws of the State of Illinois, accepted by the Village within fifteen (15) days of the execution of this Agreement. These shall be attached hereto as **Exhibit "D"**, attached hereto and incorporated by reference as part of this

Agreement. The Contractor shall provide written notice of cancellation or modification of the policies set forth herein at least thirty (30) calendar days prior to the cancellation or modification of such policies. Any notices of the cancellation or modification of policies shall be given in accordance with Articles 10 and 24 of this Agreement. If the policy is written on a claims made basis, then the Contractor shall purchase such additional insurance to provide specified coverage to the Village for a period not less than five (5) years from the termination of this Agreement. Unless the policies or original certificates are provided, the Village will not allow the Contractor to continue the Services until all insurance required under this Agreement is purchased and evidence of such is received and approved by the Village. Any renewal or replacement policy shall comply with the provisions of this Article 10.

10.2 Indemnification of Village. The Contractor agrees to pay and reimburse and defend, indemnify, keep and hold harmless the Village, its Trustees, officials, employees, agents and representatives (to the extent that such agents and representatives participate in any Services or service under this Agreement), successors and assigns, from and against any and all losses, demands, obligations, costs, damages, liabilities, suits, actions, judgments, claims (including, but not limited to, claims for the infringement of any patents, copyrights, licenses or other intellectual property rights) and expenses, including, but not limited to, attorneys' and experts' fees and expenses at trial and on-appeal and litigation expenses, arising out of or connected with: (a) the negligent performance or nonperformance of this Agreement by the Contractor; (b) any misstatement contained in any representation made by the Contractor in or pursuant to this Agreement; (c) any breach of any warranty made by the Contractor in or pursuant to this Agreement; or (d) any errors, omissions or negligent acts of the Contractor, its subconsultants, agents or employees. The Contractor expressly understands and agrees that any insurance protection required by this Agreement shall in no way limit the responsibilities or liabilities of the Contractor or serve as a prohibition or limit in recovery under this Article 10. The provisions of this Article 10.2 are applicable to the full extent allowed by the laws of the State of Illinois and not beyond any extent which would render them void or unenforceable.

11.0 COMPENSATION. Shall be paid on a monthly basis depending on services performed within each month.

11.1 Services. The Village shall compensate the Contractor for the Services as specified in the quoted amounts in the RFP Documents, specifically:

1. A monthly rate of $3,750
2. One (1) carpet shampooing of all carpeted areas at times in the year designated by the Village at no additional charge.
3. A cost per incident of cleaning the Police Department Prisoner lock-up room at a rate of $75 per incident. This rate will be charged on an as needed basis.

This stated compensation is the exclusive compensation for the Services hereunder.

11.2 Payment. Contractor will submit monthly invoices to the Village representing the Services performed. Invoices shall summarize the Services completed.

11.3 Schedule Governing Pay Requests. The Village Board meets on the first and third Thursday of each month. Contractor shall submit its requests for payment to the Village not less than fourteen (14) working days prior to the Village Board meeting to enable the Village to have sufficient time to inspect, order correction, and approve the Services. The Village shall notify the Contractor within ten (10) days of receipt of invoice if Services covered under the invoice is questioned or in any way unsatisfactory to the Village which may inhibit payment of said invoice.

11.4 Local Government Prompt Payment Act. The Village will use its best efforts to make payment within 30 days after Board approval of the Contractor's invoice. The parties agree that the terms of the Local Government Prompt Payment Act will not apply to this Agreement and that interest charges will not be levied or accrue as to any unpaid balance.

11.5 Payment Records Maintained. The Contractor shall keep and maintain records in sufficient detail as regarding the Service's cost. The Contractor shall make these records available to the Village for audit, inspection and copying upon request. In the alternative, the Contractor may turn over any of these records to the Village and upon doing so, shall obviate the requirements of this paragraph as to these records.

11.6 Payment Not a Waiver of Rights. Payment by the Village shall not be a waiver of the Village's right to audit, inspect and copy the Contractor's records, nor shall the Village's payment or the Contractor's acceptance of payment waive any disputes between the Village and the Contractor, including, without limitation, any disputes as to the correctness of the Contractor's invoices, the amount due to the Contractor, or the services rendered by the Contractor under this Agreement. The Contractor's compensation shall be subject to final audit and adjustment by the Village.

12.0 SCHEDULE. Upon written authorization to proceed with the Services, the Contractor will comply with the times and schedule set forth in the RFP Document (**"Schedule"** attached hereto as **Exhibit "E"** and incorporated by reference as part of this Agreement) for the performance of the Services.

13.0 TIME OF PERFORMANCE; LIQUIDATED DAMAGES.

13.1 Time of Performance. This Agreement shall become effective immediately upon its execution by the parties in full force and effective through the terms of this Agreement. The Contractor recognizes that time is of the essence and will make progress on the Services in accordance with the Schedule. The Services must be performed between the dates of March 1, 2007 through February 29, 2008.

13.2 Liquidated Damages. Time is of the essence of this Agreement. The parties agree that not withstanding any other damages that the Village may incur, if Contractor shall fail to fully perform the Services required each month on a monthly basis, the Village will implement liquidated damages of $100/ per calendar day for each calendar day beyond the month the services were not performed until the Services are completed, shall apply. The liquidated damages provided for herein are not a penalty. Nothing contained in this liquidated damages provision shall be construed as limiting the right of the Village to recover from the Contractor any and all amounts due or to become due, and any and all costs and expenses sustained by the Village for improper performance hereunder, repudiation of the Agreement by the Contractor, failure to perform, or breach or breaches in any other respect including, but not limited to, defective workmanship or materials.

14.0 NONDISCRIMINATION. The Contractor in performing under this Agreement, shall not discriminate against any worker, employee or applicant, or any member of the public because of race, creed, color, religion, age, sex, marital status, disability, national origin, or status of discharge from military, nor shall the Contractor otherwise commit an unfair employment practice. The Contractor has a written policy regarding sexual harassment which complies in all respects with the Illinois Human Rights Act, 775 ILCS 5/2-105 (A)(4) (2003).

15.0 NO THIRD PARTY BENEFICIARIES. The duties and obligations of the Contractor contained herein shall be for the benefit of the Village and shall not inure to the benefit of any third party, except as specifically provided herein. The rights of the Contractor contained herein shall not inure to the benefit of any third party, except as specifically provided herein.

16.0 CONFIDENTIALITY. The Contractor acknowledges and agrees that certain information regarding this Agreement is confidential and shall not be disclosed, directly, indirectly or by implication, or be used by any of the Contractor, whether during the term of this Agreement or at any time thereafter, except solely as required in the course of the Contractor's performance of services hereunder. The Contractor shall comply with the applicable privacy laws and regulations affecting the Village and will not disclose any of the Village's records, materials, or other data to any third party, other than its attorneys or other individuals within the Contractor's related business entities who have a need to know and who agree in advance not to make further disclosure or unless required to do so by law. The Contractor shall not have the right to distribute statistical analyses and reports utilizing data derived from information or data obtained from the Village without the prior written approval of the Village, other than to its attorneys or other individuals within the Contractor's related business entities who have a need to know and who agree in advance not to make further disclosure. In the event such approval is given, any such reports published and distributed by the Contractor shall be furnished to the Village without charge.

17.0 COMPLIANCE WITH LAWS. The Contractor shall observe and comply with the laws, ordinances, regulations and codes of the Federal, State, County, Village and any

other local government agencies which may in any manner affect the performance of this Agreement. Compliance with this requirement by the Contractor's employees, agents, and subcontractors is Contractor's responsibility.

18.0 INCOMPATIBLE INTERESTS. The Contractor covenants that: (a) it presently has no interest and shall not acquire any interest, direct or indirect, in the Services to which this Agreement pertains which would conflict in any manner or degree with the performance of its services hereunder; and (b) in the performance of this Agreement, no person having any such interest shall be employed. The Contractor agrees to inform the Village on a timely basis of all of the interests, if any, of the Contractor which the Contractor reasonably believes may be incompatible with any interest of the Village.

19.0 NO UNDUE INFLUENCE. The Contractor shall not, under circumstances which might reasonably be interpreted as an attempt to influence the recipient in the conduct of its duties, accept any gratuity or special favors from individuals or organizations with whom the Contractor is doing business or proposing to do business, in accomplishing the services under this Agreement.

20.0 USE OF PRIVILEGED INFORMATION. The Contractor shall not use for personal gain or make other improper use of privileged information which is acquired in connection with its services under this Agreement. In this connection, the term "privileged information" includes, but is not limited to, unpublished information relating to technological and scientific development, medical, personnel or security records of individuals, anticipated material requirements or pricing actions, and knowledge of selection of contractors, subcontractors and subconsultants in advance of official announcement.

21.0 TERMINATION.

21.1 For Convenience. The Village may terminate this Agreement, or any portion, at any time by notice in writing from the Village to the Contractor.

21.2 Good Cause. This Agreement may be terminated upon a seven (7) day written notice at any time for good cause by either party. In the event of termination, full payment shall be made for Services performed to termination date.

21.3 Transfer of Documents. In the event of termination of this Agreement all finished and unfinished documents, data, studies and reports prepared by the Contractor, its subcontractors, agents and employees and any other Village property in the Contractor's custody shall be transmitted to the Village within ten (10) days after the date of termination of this Agreement.

22.0 CONTRACTOR'S REPRESENTATIONS AND WARRANTIES. Except as specifically enumerated on the Schedule attached hereto, the Contractor hereby represents and warrants to and covenants with the Village as of the date hereof and throughout the term of this Agreement.

illa

C. Wiberg
dministrator
f Lincolnwood
coln Avenue
ood, Illinois 6071

ontractor:

Richards
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/. Pacific Avenue
Park, IL 60131

4.3 Amendment
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22.1 Requisite Knowledge. Contractor is familiar with the requirements Services and this Agreement and is experienced in the areas of planning, des budgeting, scheduling, and monitoring and other aspects of planning and h necessary skill, financial resources and personnel to successfully complete the S under this Agreement.

22.2 Financial Solvency. The Contractor is financially solvent, able to debts as they mature and possesses sufficient working capital to complete the s required and perform the obligations hereunder and will promptly give to the written notice of any material adverse change in the financial condition Contractor.

22.3 Requisite Personnel. The Contractor is able to furnish the labor re to complete the Services required hereunder and perform all of its obligations a sufficient experience and competence to do so. All personnel used by the Contr the performance of its Services shall be qualified by training and experience to p their assigned tasks.

22.4 Company Standing and Licensure. The Contractor is authorize business in the State of Illinois. The Contractor represents and warrants that company which is duly organized, validly existing and in good standing under th of the State of Illinois with power and authority to conduct its business as c conducted and as contemplated by this Agreement. Contractor is properly licer all necessary governmental and public and quasi-public authorities having juris over it and the Services required hereunder.

22.5 Company Authority. All necessary corporate, regulatory, or other action has been taken to authorize and empower the Contractor to execute, deli perform this Agreement. The person(s) executing this Agreement on behalf Contractor is duly authorized to do so and this Agreement is a legal, valid and obligation of each and all of the owners, shareholders, officers, managers or m of Contractor, enforceable against them in accordance with its terms, sut bankruptcy, equitable principles and laws affecting creditor's rights generally.

22.6 No Improper Inducement. Except only for those represer statements or promises expressly contained in this Agreement, no represe statement or promise, oral or in writing, of any kind whatsoever by the Vill officials, agents, or employees has induced the Contractor to enter into this Agr or has been relied upon by Contractor.

22.7 No Litigation Pending. No proceeding of any kind, including, limited to, litigation, arbitration, judicial or administrative, is pending or thr against or contemplated by the Contractor which would under any circumstan any material adverse effect on the execution, delivery, performance or enforce this Agreement. The Contractor has not received notice, or has a reasonable b

any material adverse effect on the execution, delivery, performance or enforceability of this Agreement. The Contractor has not received notice, or has a reasonable basis for believing that Contractor or any of its members, shareholders, associates, officers, managers or employees are the subject of any criminal action, complaint or investigation pertaining to any felony charge, or any civil action or claim predicated on alleged acts of antitrust violations; business fraud; discrimination due to race, creed, color, disability, gender, marital status, age, national origin, or religious affiliation.

22.8 No Untrue Statements of Material Fact. No information, certificate of an officer, statement furnished in writing, or report delivered to the Village by the Contractor, to the knowledge of Contractor, contains any untrue statement of a material fact or omits a material fact necessary to make the information, certificate, statement, or report not misleading.

22.9 Binding Obligation. This Agreement constitutes a valid, legal and binding obligation of the Contractor, and to the extent permissible by law, is enforceable against it in bankruptcy, insolvency, reorganization, moratorium and other laws affecting the enforcement of creditors' rights generally and to general principles of equity, regardless of whether such enforcement is considered in a proceeding in equity or at law.

22.10 Change in Circumstances. The Contractor shall provide prompt notice to the Village whenever any representation or warranty herein ceases to be true or correct.

23.0 VILLAGE'S REPRESENTATIONS AND WARRANTIES.

23.1 Corporate Authority. All necessary corporate, regulatory, or other similar action has been taken to authorize and empower the Village to execute, deliver and perform this Agreement.

24.0 GENERAL PROVISIONS.

24.1 No Subcontracting. Once awarded, this Agreement and the duties and obligations of the Contractor shall not be subcontracted.

24.2 Notice. All notices required pursuant to this Agreement shall be in writing and addressed to the parties at their respective addresses set forth below. All such notices shall be deemed duly given if personally delivered or if deposited in the United States mail, registered or certified, return receipt requested. Notice as provided herein does not waive service of summons or process.

To the Village:

President, Gerald C. Turry

Village of Lincolnwood
6900 Lincoln Avenue
Lincolnwood, Illinois 60712

With a required copy to:

Timothy C. Wiberg
Village Administrator
Village of Lincolnwood
6900 Lincoln Avenue
Lincolnwood, Illinois 60712

To the Contractor:

24.3 Amendments and Modifications. All amendments and modifications to this Agreement shall be in writing and shall be mutually agreed to by both parties.

24.4 Successors and Assigns. The Village and the Contractor, respectively, bind themselves, their partners, officers, successors, assigns and legal representatives to the other party to this Agreement and to the members, partners, officers, successors, assigns and legal representatives of such other party with respect to all covenants of this Agreement. Neither the Village nor the Contractor shall assign, sublet or transfer any interest in this Agreement without the written consent of the other.

24.5 Inconsistency. The provisions of this Agreement will control in the event of a conflict or inconsistency among or between the provisions in the Proposal set forth in **Exhibit "B"** and this Agreement.

24.6 Governing Law and Venue. This Agreement shall be governed by and construed under the laws of the State of Illinois, excluding its conflicts of law rules. The Contractor agrees that, subject to the Village's sole and absolute election, any action or proceeding in any way, manner or respect arising out of this Agreement, or arising from any dispute or controversy arising in connection with or related to this Agreement, shall be litigated only in the courts having issued within the County of Cook, the State of Illinois.

24.7 Waiver. No term or provision of this Agreement shall be deemed waived and no breach consented to unless such waiver or consent shall be in writing and signed by the party claimed to have waived or consented. The waiver of any such provision shall not be a waiver of the provision itself nor a waiver or consent to any subsequent breach.

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24.8 Headings. The headings of articles and paragraphs in this Agre are included for convenience only and shall not be considered by eith p construing the meaning of this Agreement.

24.9 Entire Agreement. It is expressly agreed by the parties th provisions set forth in this Agreement, together with all attachments hereto, const the understandings and agreements between the parties. Any prior agree promises, negotiations, or representations not expressly set forth in this Agreem of no force and effect.

24.10 Severability. The parties agree that to the extent a court of cor jurisdiction shall determine that any part or provision of this Agreement is unenfo as a matter of law, such part or provision of this Agreement shall be deemed se and the remainder of this Agreement shall survive.

24.11 Survival and Construction. All the covenants, inde representations and warranties of the Contractor and Village respectively, conta this Agreement shall survive the consummation or termination of this Agreemen of the parties acknowledges and agrees that it is sophisticated and knowledge the subject matter of this Agreement and has negotiated and reviewed this Agr and that the rule of construction to the effect that ambiguities in a document a resolved against the drafting party shall not be employed in the interpretatior Agreement or any exhibits attached hereto.

24.12 Time is of the Essence. Time is of the essence with respect to a provisions and covenants of this agreement. The Contractor agrees to perform Services and obligations under this Agreement in a timely manner in accorda the schedule set forth in **"Exhibit E."**

24.13 Execution in Counterparts. This Agreement may be executed i more counterparts, each of which shall be deemed an original and all of which, t shall constitute and be taken as one and the same instrument.

24.14 Extension of Contract. Upon mutual agreement of both parties, t contract can be extended in one year intervals under the same prices, terms an conditions.

[This space intentionally left blank.]

IN WITNESS, the parties hereto have caused this Agreement to be executed by the properly authorized officials as of the date and year first above written.

VILLAGE OF LINCOLNWOOD:

Timothy C. Wiberg
Village Administrator, Village of Lincolnwood

Attest:

Beryl Herman
Village Clerk, Village of Lincolnwood

Contractor.: Best Quality Cleaning, Inc.

By:

Its President

Attest: Melissa Richards

Title: Vice President

Date: February 12, 2007

List of Exhibits

EXHIBIT A Notice and Instructions

EXHIBIT B RFP Specification Booklet

EXHIBIT C Contract Bond

EXHIBIT D Insurance Certificates

EXHIBIT E Schedule

EXHIBIT A
Notice and Instructions

Return to VB Agenda

VILLAGE OF LINCOLNWOOD
REQUEST FOR PROPOSAL

PROFESSIONAL JANITORIAL SERVICES

The Village of Lincolnwood will accept Proposals for Professional Janitorial Services until 4 p.m., Wednesday, January 17, 2007. Proposals should be sealed and submitted to the attention of Manuel Castañeda, Director of Public Works, Public Works Department, Village of Lincolnwood, 7001 North Lawndale Avenue, Lincolnwood, Illinois 60712. (Envelopes are to be marked "Lincolnwood Professional Janitorial Services Proposal"). Qualified firms must submit four copies of their proposals. Faxes and/or email proposals WILL NOT BE ACCEPTED.

PRE-BID CONFERENCE

There will be an optional pre-bid conference on Tuesday, January 9, 2007 at 10:00 a.m. in the Village Hall Council Chambers. This meeting will include a tour of all facilities.

Specifications are available free of charge at the Public Works Department. Email for a copy in .pdf format.

Contact:
Mike Braiman
Public Works Department
Village of Lincolnwood
7001 North Lawndale Avenue
847-745-4859
mbraiman@lwd.org

EXHIBIT B
RFP Specification Booklet

REQUEST FOR PROPOSALS:

PROFESSIONAL JANITORIAL SERVICES

Sealed proposals to be submitted by 4:00 pm on the 17th day of January 2007, at which time they will be opened and read.

Proposals shall be submitted to the Director of Public Works.

Specifications are available free of charge at the Village Hall and the Public Works Department. Email for a copy in .pdf format or visit www.demandstar.com.

Hand Delivered
or by Mail:

Manuel Castañeda
Director of Public Works
Village of Lincolnwood
6900 North Lincoln Ave.
Lincolnwood, Illinois 60712

INFORMATION

Contact:

Michael Braiman
Management Analyst
Public Works Department
Village of Lincolnwood
847-745-4859
mbraiman@lwd.org

Village of Lincolnwood

Request for Proposals
Professional Janitorial Services

SUMMARY

The Village of Lincolnwood is seeking a company to perform high quality professional Janitorial Services for its municipal facilities beginning March 2, 2007. These facilities are: the Village Hall, Police Department, Fire Department, Community Center (all at 6900 North Lincoln Avenue), and the Public Works Facility (7001 North Lawndale Avenue). These facilities are approximately 16 years old. The nature of the service requested is ongoing high quality cleaning and maintenance of these facilities after and during normal working hours to ensure that employees may work in a healthy environment.

GENERAL OVERVIEW

The Village is a full service organization consisting of 98 full-time employees. All employees, with the exception of the Public Works Department, operate out of the Village's municipal complex, located at 6900 North Lincoln Avenue. The Public Works Department operates at 7001 North Lawndale Avenue.

Total Square Footage – Village Buildings:

Facility	Square Footage
Police Department	14,026
Village Hall	12,735
Fire Department	11,881
Community Center	5,720
Public Works Main Facility	2,500

Note:

Not all square footage of these buildings is to be maintained by the proposing company. Also, the square footage listed is an approximate square footage.

SCOPE OF WORK

All work is expected to be performed in a high quality and professional manner. Areas to be serviced include:

- Entrances
- Lobby
- Council Chambers
- General Offices
- Private Offices
- Conference Rooms
- Hallways
- Break Areas/Lunchrooms
- Detention Garage
- Stairways
- Private & Public Restrooms
- Display Cases
- Locker Rooms & Jail Cells
- Communications & Records Area

Doors with Glass Panels
All doors with glass panels are to be cleaned daily.

Dusting
Dusting of certain items is to be accomplished as specified. There are no height limitations.

Carpeted Areas in Offices
Carpeted areas in offices and hallways should be shampooed annually and/or spot cleaned at the direction of the Village.

Prisoner Lock Up Room
On a per incident basis, the Village may request the cleaning of the prisoner lock up room in the Police Department. Work will include disinfecting potential diseases and cleaning up bodily fluids.

Community Center
On evenings when there are events at the Community Center, there will be 50 gallon bags full of garbage that shall be disposed of at the Police/Fire garbage dumpsters.

TERMS AND CONDITIONS:

A. The Village reserves the right to reject any and all proposals, and to waive minor irregularities in any proposal.

B. The Village reserves the right to request clarification of information submitted, and to request additional information.

C. Taxes: Federal Excise Tax does not apply to services purchased by the Village of Lincolnwood. Illinois Sales Tax does not apply to services purchased by the Village of Lincolnwood by virtue of Statute. Illinois Tax Exemption identification No. E9998-1580-05. The prices quoted herein shall agree with all Federal Laws and regulations.

D. Compliance with Applicable Laws: Consultant agrees to comply with all applicable laws, regulations and rules promulgated by any Federal, State, County, Municipal and/or other governmental unit or regulatory body now in effect or which may be in effect during the performance of the work. Included within the scope of the laws, regulations and rules referred to in this paragraph but in no way to operate as a limitation, are all forms of traffic regulations, public utility and Interstate and Interstate Commerce Commission regulations, Workers' Compensation Laws, Prevailing Wage Laws, the Social Security Act of the Federal government and any of it titles, the Illinois Department of Human Rights, Human Rights Commission, or EEOC statutory provisions and rules and regulations.

E. Indemnification: Consultant agrees to protect, indemnify, hold and save harmless and defend the "Municipality" against any and all claims, costs, causes, actions and expenses, including but not limited to attorney's fees incurred by reason of a lawsuit or claim for compensation arising in favor of any person, including the employees or officers or independent consultant s or subconsultants of the consultant or municipality, on account of growing out of, incident to, or resulting directly or indirectly from the performance by the personal injuries, death or damages to property occurring, "Consultant or subconsultant" hereunder. Whether such loss, damage, injury or liability is contributed to by negligence of the "Municipality" or by premises themselves or any equipment thereon whether latent or patent, or from other causes whatsoever, except that the "Consultant " shall have no liability or damages or the cost incident thereto caused by the sole negligence of the "Municipality."

F. Bond covering performance labor and materials: The Village will require that the contractor shall supply and deliver to the Director of Public Works a performance bond in the amount of 100% of the bid as sufficient surety to the Village.

PROFESSIONAL JANITORIAL SERVICES PROPOSAL

I. COST

A. Police Department, Village Hall, Building/Fire Department, Community Center, and Public Works Main Facility:

Calendar Year 2007:

$_____ Per Month

$_____ Prisoner Lock Up Per Incident

$_____ 1 Carpet Shampooing

_____ Minimum Daily Man Hours

_____ Minimum Annual Man Hours

Calendar Year 2008:

$_____ Per Month

$_____ Prisoner Lock Up Per Incident

_____ Minimum Daily Man Hours

_____ Minimum Annual Man Hours

II. COMPANY

Firm Name: _____

Contact Person: _____

Address: _____

Telephone: _____

III. AUTHORIZATION

The contractor affirms having read and completed all of the above information that it is true and correct. Further, the contractor acknowledges that they have read the foregoing and agrees to comply with the terms set forth herein. Each signatory warrants that they possess full authority to so sign.

Contractor: _____ Date: _____

Subscribed and sworn to me this _____ day of _____ 2007

_____
Notary Public

SERVICES AND MATERIALS TO BE RENDERED

The Contractor agrees to furnish the labor, equipment, cleaning materials and supervision necessary to provide high quality janitorial services to the following municipal buildings:

Facilities
Police Department
Village Hall
Building/Fire Department
Community Center
Public Works Main Facility

Frequency of Work

Work shall be completed in the hours as shown below:

- 6:00 p.m. to 6:00 a.m. at the Building/Fire Department, and the Public Works Main Facility
- 12:00 a.m. to 6:00 a.m. at the Community Center
- 6:00 a.m. to 12:00 p.m. at the Village Hall (Vacuuming and floors mopped before 9:00 a.m.)
- 6:00 a.m. to 12:00 p.m. at the Police Department (Vacuuming and floors mopped before 9:00 a.m.)
- A supervisor shall be on site weekly between the Village's regular business hours of 9:00 a.m. and 5:00 p.m. to ensure that all facilities are properly cleaned and maintained.

Work shall be completed on the days as shown below:

- Village Hall and Public Works Department shall be maintained five (5) days per week, Monday through Friday
- Police Department and Fire Department shall be maintained six (6) days per week, Monday through Saturday except where otherwise indicated.
- Community Center shall be maintained seven (7) days a week.

The contractor is responsible for all labor, equipment, cleaning supplies, wastebasket liners, and incidental items which are necessary to clean and maintain the buildings. The Community Center will require heavy duty wastebasket liners. The Contractor is also responsible for filling and refilling all holders and dispensers in all the bathrooms. The Village, at its own expense, will provide paper towels, soap, and toilet paper.

EXTERIOR/INTERIOR – ALL BUILDINGS
Lobby & Entrances/Council Chamber/Miscellaneous Areas
(Excluding the Fire Department living quarters and hose tower)

1	Doors	Spot Wash	Daily
2	Floors (Carpeted)	Vacuum	Daily
3	Floors (Hard Surfaced – ***Linoleum, not vinyl***) (Not linoleum floor)	Dust/Damp Mop Spray Buff Strip/Refinish	Daily Monthly Twice Annually
4	Furniture	Dust Tables, Desks, File Cabinets Dust Chairs Dust Lamps	 Daily Monthly Monthly
5	Display Cases	Wash	Monthly
6	Windows-Inside & Out	Wash	Quarterly
7	Garage Areas	Sweep Hose Down	Weekly Monthly

GENERAL OFFICES – ALL BUILDINGS

Note: The private offices and other areas of the Village Hall, Police Department and Fire Department shall only be maintained five (5) days per week, Monday through Friday

1	Floors (Carpeted)	Vacuum Traffic Lanes Detail Vacuum	Daily Weekly
2	Floors (Hard Surfaced) (Not linoleum)	Dust Mop & Spot Damp Mop Damp Mop & Spray Buff Strip/Refinish	Daily Monthly Twice Annually
3	Desks	Dust & Damp Wipe	Weekly
4	Chairs	Vacuum Cloth Damp Wipe Vinyl	Quarterly Quarterly
5	Wastebaskets	Empty/Replace Liner	Daily
6	Telephones	Damp Wipe	Weekly
7	Filing Cabinets	Dust & Damp Wipe Top	Weekly
8	Wall Hangings	Dust	Monthly
9	Blinds	Dust	Quarterly
10	Bookshelves	Dust	Monthly

RESTROOMS – ALL BUILDINGS
(includes locker rooms, showers, and jail cells)

1	Floors (Carpeted)	Vacuum	Daily
2	Floors (Hard Surfaced)	Dust/Damp Mop Wash/Disinfect Scrub/Refinish	Daily Weekly Quarterly
3	Wastebaskets	Empty & Replace Liner	Daily
4	Doors & Frames	Spot Clean	Daily
5	Light Switches	Spot Clean	Daily
6	Kick Plates	Spot Clean	Daily
7	Sinks	Clean & Disinfect	Daily
8	Commodes/Urinals	Clean & Disinfect	Daily
9	Metal & Hardware	Damp Wipe/Polish	Daily
10	Mirrors	Wash	Daily
11	Dispensers	Refill	Daily
12	Sanitary Disposal	Refill	Daily
13	Public Works Locker Room	Wash Floor with Hose	Daily

HALLWAYS – ALL BUILDINGS

1	Floors (Carpeted)	Vacuum	Daily
2	Floors (Hard Surfaced) (Not linoleum)	Dust Mop & Spot Damp Mop Buff & Light Wax Dust Mop Strip/Refinish	 Daily Monthly Weekly Quarterly
3	Doors & Frames	Spot Clean Touchup/oil Polish Wood	Daily Semi-Annually
4	Light Switches	Spot Clean	Daily
5	Kick Plates	Spot Clean	Daily
6	Water Fountain	Clean & Disinfect	Daily
7	Partition Glass	Spot Wash	Daily
8	Dispensers	Refill	Daily
9	Sanitary Disposal	Refill	Daily

LUNCHROOM/BREAKROOMS – ALL BUILDINGS

1	Floors (Carpeted)	Vacuum	Daily
2	Floors (Hard Surfaced)	Dust/Damp Mop Spray Buff Strip/Refinish with 2 coats of wax	Daily Monthly Quarterly
3	Chairs	Damp Wipe Seats	Daily
4	Wastebaskets	Empty/Replace Liners Wash	Daily Monthly
5	Doors & Frames	Spot Clean	Daily
6	Kick Plates	Spot Clean	Daily
7	Light Switches	Spot Clean	Daily
8	Sinks	Clean/Disinfect	Daily
9	Tables	Wash Tops	Daily
10	Appliances (Refrigerator and microwave)	Damp Wipe Fronts	Daily

KITCHEN – COMMUNITY CENTER

1	Counter Tops	Damp Wipe	Daily
2	Floors (Hard Surfaced)	Dust/Damp Mop Wet Mop* Spray Buff Strip/Refinish with 2 coats of wax	Daily Weekly Monthly Quarterly
3	Chairs	Damp Wipe Seats	Daily
4	Wastebaskets	Empty/Replace Liners ** Wash	Daily Monthly
5	Doors & Frames	Spot Clean	Daily
6	Kick Plates	Spot Clean	Daily
7	Light Switches	Spot Clean	Daily
8	Sinks	Clean/Disinfect	Daily
9	Tables	Wash Tops	Daily
10	Refrigerator, Warming Oven, Microwave	Damp Wipe Fronts Wash Inside	Daily Daily
11	Window Ledges	Dust/Damp Wipe	Monthly
12	Table Tops in Large Room	Damp Wipe	Weekly

*Murphy's Soap Oil or Mr. Floor cleaner are the only required cleaning products for the wet mop. Other products must be approved by the Village.
**Wastebasket liners must be heavy duty.

PRE-BID CONFERENCE

There will be an optional pre-bid conference on Tuesday, January 9, 2007 at 10:00 a.m. in the Village Hall Council Chambers. This meeting will include a tour of all facilities.

SUBMITTAL DEADLINE

The Village of Lincolnwood will accept Proposals for Professional Janitorial Services until 4 p.m., Wednesday, January 17, 2007. Four (4) copies of the proposal must be sealed and placed in an envelope and are to be marked **"Lincolnwood Professional Janitorial Services Proposal."**

Proposals must be submitted to:

Manuel Castañeda
Public Works Department
Village of Lincolnwood
7001 North Lawndale Avenue
Lincolnwood, IL 60712

Faxed and/or email proposals will **not** be accepted.

SUBMITTAL REQUIREMENTS

Proposals shall contain the following information:

1. Profile – A profile of the company, including a description of business history and clients.

2. Project Staffing – Identification of the qualifications and experience of key staff who will be directly involved in this project.

3. Fees – Provide monthly cost for work. Include on completed proposal form, **"Page 5"** of this document.

4. Man Hours – Provide minimum daily and annual man hours for which work will be provided. Include on completed proposal form, **"Page 5"** of this document.

5. References – Provide the names, company, and contact information of at least five client organizations where similar work has been provided as contained in this RFP.

COMPLIANCE WITH GENERAL TERMS & CONDITIONS

As a point of information, the successful contractor will be required to meet the following conditions for a contract award: EEOC statement, Certificate of Insurance for Liability and Workman's Compensation Insurance, and a Sexual Harassment Policy.

REVIEW OF PROPOSALS

The Village Public Works Department will review the proposals received and recommend the most qualified candidate to the Village Board for approval. It is the intent of the Village to have a vendor chosen and in place by February 1, 2007. The Village does not guarantee meeting this deadline.

The Village of Lincolnwood reserves the right to reject any and all proposals; waive formalities, technical requirements and/or deficiencies and irregularities; or solicit new proposals, if such actions are deemed reasonable and in the best interest of the Village of Lincolnwood.

CONTACT INFORMATION

Questions concerning this RFP document may be directed to:

Mike Braiman
Public Works Department
Village of Lincolnwood
7001 North Lawndale Avenue
Lincolnwood, Illinois 60712
847-745-4859
mbraiman@lwd.org

PROFESSIONAL JANITORIAL SERVICES PROPOSAL

I. COST

A. Police Department, Village Hall, Building/Fire Department, Community Center, and Public Works Main Facility:

Calendar Year 2007:

$5455.00 Per Month See following page

$ 75.00 Prisoner Lock Up Per Incident

$no charge Carpet Shampooing

14 Minimum Daily Man Hours

4300 Minimum Annual Man Hours

Calendar Year 2008:

$5455.00 Per Month See following page

$ 75.00 Prisoner Lock Up Per Incident

14 Minimum Daily Man Hours

4300 Minimum Annual Man Hours

II. COMPANY

Firm Name: Best Quality Cleaning, Inc.

Contact Person: Melissa Richards

Address: 10015 Pacific Ave, Franklin Park, IL 60131

Telephone: 847-233-0202

III. AUTHORIZATION

The contractor affirms having read and completed all of the above information that it is true and correct. Further, the contractor acknowledges that they have read the foregoing and agrees to comply with the terms set forth herein. Each signatory warrants that they possess full authority to so sign.

Contractor: Melissa Richards Date: 01/11/07

Subscribed and sworn to me this 11th day of January 2007

Marcia Peterson
Notary Public

"OFFICIAL SEAL"
MARCIA PETERSON
NOTARY PUBLIC, STATE OF ILLINOIS
MY COMMISSION EXPIRES 8/12/2008

Return to VB Agenda

BQC, Inc.

10015 Pacific Ave., Franklin Park, IL 60131
Phone: (847) 233-0202 * Fax: (847) 233-0505 * E-Mail: bqc@sbcglobal.net

Village of Lincolnwood January 23, 2007

Regarding: 2007 Lincolnwood Janitorial RFP Quotes

Mike,
As discussed earlier today.

Existing RFP
$49,500.00 (annual) for 14 man hours

$45,000.00 (annual) for 12 man hours

For night cleaning of all buildings according to the village's specifications - $42,000.00 (annual) for 12 man hours.

Thank You,
Melissa Richards
Vice President

Return to VB Agenda

Best Quality Cleaning, Inc.
BQC

10015 W. Pacific Avenue, Franklin Park, IL 60131
Phone: (847) 233-0202 * Fax: (847) 233-0505 * E-Mail: bqc@sbcglobal.net

References For
Village of Lincolnwood

City of Elmhurst
209 N. York
Elmhurst, IL 60126
Ray Diouhy
630-530-3034

Village of Arlington Heights
33 S. Arlington Heights Road
Arlington Heights, IL 60005
Rob Balfor
847-368-5860

Village of Hillside
425 Hillside Avenue VH and PD
Hillside, IL 60162
Russ Wajda
708-449-6450

Village of Lincolnshire
1 Olde Half Day Road
Lincolnshire, IL 60069
Randy Wiest
847-883-8600

Village of Mundelein
440 E. Hawley Street
Mundelein, IL 60060
Michael Flynn
847-949-3200

EXHIBIT C
Performance Bond

EXHIBIT D
Insurance Certificates

ACORD CERTIFICATE OF LIABILITY INSURANCE

OP ID CC BEST-C5 | DATE (MM/DD/YYYY) 03/13/06

PRODUCER

R-H INSURANCE GROUP
P.O. BOX 370
[redacted] ZURICH IL 60047
Phone: 847-438-6400 Fax: 847-438-1128

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW.

INSURED

BEST QUALITY CLEANING, INC.
10015 PACIFIC AVE
FRANKLIN PARK IL 60131

INSURERS AFFORDING COVERAGE	NAIC #
INSURER A: WEST BEND MUTUAL	
INSURER B: Western Surety Company	
INSURER C:	
INSURER D:	
INSURER E:	

COVERAGES

THE POLICIES OF INSURANCE LISTED BELDW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. AGGREGATE LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	ADD'L INSRD	TYPE OF INSURANCE	POLICY NUMBER	POLICY EFFECTIVE DATE (MM/DD/YY)	POLICY EXPIRATION DATE (MM/DD/YY)	LIMITS	
		GENERAL LIABILITY				EACH OCCURRENCE	$ 1,000,000
A		[X] COMMERCIAL GENERAL LIABILITY	BDD0254726	03/13/06	03/13/07	DAMAGE TO RENTED PREMISES (Ea occurence)	$ 100,000
		[ ] CLAIMS MADE [X] OCCUR				MED EXP (Any one person)	$ 5,000
		PER PROJECT				PERSONAL & ADV INJURY	$ 1,000,000
		AGGREGATE				GENERAL AGGREGATE	$ 2,000,000
		GEN'L AGGREGATE LIMIT APPLIES PER:				PRODUCTS - COMP/OP AGG	$ 2,000,000
		[ ] POLICY [ ] PRO-JECT [ ] LOC					
		AUTOMOBILE LIABILITY				COMBINED SINGLE LIMIT (Ea accident)	$ 1,000,000
		ANY AUTO					
A		[X] ALL OWNED AUTOS	BDD0254726	03/13/06	03/13/07	BODILY INJURY (Per person)	$
		SCHEDULED AUTOS					
A		[X] HIRED AUTOS	BDD0254726	03/13/06	03/13/07	BODILY INJURY (Per accident)	$
A		[X] NON-OWNED AUTOS	BDD0254726	03/13/06	03/13/07		
[redacted]						PROPERTY DAMAGE (Per accident)	$
		GARAGE LIABILITY				AUTO ONLY - EA ACCIDENT	$
		ANY AUTO				OTHER THAN AUTO ONLY: EA ACC	$
						AGG	$
		EXCESS/UMBRELLA LIABILITY				EACH OCCURRENCE	$ 3,000,000.
A		[ ] OCCUR [ ] CLAIMS MADE	CPD0290544	03/13/06	03/13/07	AGGREGATE	$ 3,000,000.
							$
		DEDUCTIBLE					$
		RETENTION $					$
		WORKERS COMPENSATION AND EMPLOYERS' LIABILITY				[X] WC STATU-TORY LIMITS [ ] OTH-ER	
A		ANY PROPRIETOR/PARTNER/EXECUTIVE	WCD0273061	03/13/06	03/13/07	E.L. EACH ACCIDENT	$ 1,000,000
A		OFFICER/MEMBER EXCLUDED?	WCD0273061	03/13/06	03/13/07	E.L. DISEASE - EA EMPLOYEE	$ 1,000,000
		If yes, describe under SPECIAL PROVISIONS below				E.L. DISEASE - POLICY LIMIT	$ 1,000,000
		OTHER					
B		JANITORIAL BOND	68582596	02/25/06	02/25/07	BLANKET	$10,000

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES / EXCLUSIONS ADDED BY ENDORSEMENT / SPECIAL PROVISIONS

JANITORIAL SERVICE ***SAMPLE CERTIFICATE*****

CERTIFICATE HOLDER

BEST007

[redacted]

BEST QUALITY CLEANING INC.
XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX
XXXXXXXXXXXXXXXXXXXXX IL XXXXXXXX

CANCELLATION

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, THE ISSUING INSURER WILL ENDEAVOR TO MAIL XXX DAYS WRITTEN NOTICE TO THE CERTIFICATE HOLDER NAMED TO THE LEFT, BUT FAILURE TO DO SO SHALL IMPOSE NO OBLIGATION OR LIABILITY OF ANY KIND UPON THE INSURER, ITS AGENTS OR REPRESENTATIVES.

AUTHORIZED REPRESENTATIVE

KENNETH C. MATEJA Kenneth C. Mateja

© ACORD CORPORATION 1988

EXHIBIT E
Schedule

The services described below shall be completed on or before the specified date. All other services as described in the RFP are to be completed, daily, weekly, bi-weekly, or monthly.

Contract Begins	March 1, 2007
Wash Windows (Inside & Out)	May 31, 2007, August 31, 2007, November 30, 2007, February 1, 2008
Strip and Wax Hard Floors	May 31, 2007, August 31, 2007, November 30, 2007, February 1, 2008
Scrub and Refinish Hard Floors	May 31, 2007, August 31, 2007, November 30, 2007, February 1, 2008
Dust Blinds	May 31, 2007, August 31, 2007, November 30, 2007, February 1, 2008
Chairs- Vacuum Cloth and Damp Wipe Vinyl	May 31, 2007, August 31, 2007, November 30, 2007, February 1, 2008
Touchup/Oil Polish Wood Doors and Frames	August 31, 2007, February 1, 2008
Strip and Refinish Hard Floors	August 31, 2007, February 1, 2008
Contract Terminates	February 29, 2008

Letter of Understanding

BETWEEN THE VILLAGE OF LINCOLNWOOD AND BEST QUALITY CLEANING, INC.
MARCH 1, 2007 – FEBRUARY 28, 2008

During the 2007 negotiations for the professional janitorial contract between the Village of Lincolnwood and Best Quality Cleaning, Best Quality Cleaning proposed night cleaning of all buildings according to the Village's specifications for $42,000.00 (annual) for 12 man hours. Should the Village and Best Quality Cleaning agree to implement night services at any time during the term of this contract, section 11.1 point of the contract shall be revised as follows:

11.1 Services. The Village shall compensate the Contractor for the Services as specified in the quoted amounts in the RFP Documents, specifically:

1. A monthly rate of ~~$3,750~~ $3,500
2. One (1) carpet shampooing of all carpeted areas at times in the year designated by the Village at no additional charge.
3. A cost per incident of cleaning the Police Department Prisoner lock-up room at a rate of $75 per incident. This rate will be charged on an as needed basis.

This stated compensation is the exclusive compensation for the Services hereunder.

Agreed to this 13 day of February, 2007

Village of Lincolnwood
Tim Wiberg, Village Administrator

Best Quality Cleaning
Melissa Richards, Vice President

Enclosure: Best Quality Cleaning Proposal Dated January 23, 2007

Return to VB Agenda

BQC, Inc.

10015 Pacific Ave., Franklin Park, IL 60131
Phone: (847) 233-0202 * Fax: (847) 233-0505 * E-Mail: bqc@sbcglobal.net

Village of Lincolnwood January 23, 2007

Regarding: 2007 Lincolnwood Janitorial RFP Quotes

Mike,
As discussed earlier today.

Existing RFP
$49,500.00 (annual) for 14 man hours

$45,000.00 (annual) for 12 man hours

For night cleaning of all buildings according to the village's specifications - $42,000.00 (annual) for 12 man hours.

Thank You,
Melissa Richards
Vice President

Best Quality Cleaning

10015 Pacific Avenue
Franklin Park, IL 60131

Return to VB Agenda

Phone: (847) 233-0202 * Fax: (847) 233-0505
Email: bqc@sbcglobal.net
Website: www.bestqualitycleaninginc.com

December 14, 2016

Mr. Andrew Letson
Village of Lincolnwood
Phone: 847-745-4851

Dear Mr. Letson:

Best Quality Cleaning, Inc. (BQC) appreciates the opportunity to extend the contract to provide the Village of Lincolnwood's facilities with janitorial services.

Effective January 1, 2017, BQC will maintain the price of $3,230.00 per month.

Sincerely,

Nehal Modi
President & CEO

Return to VB Agenda

Request For Board Action

REFERRED TO BOARD: January 3, 2017 **AGENDA ITEM NO: 3**

ORIGINATING DEPARTMENT: Community Development

SUBJECT: Consideration of a Recommendation by the Plan Commission in Case #PC-10-16 to Approve Special Uses and Certain Variations of the Zoning Code to Permit a New Multi-Tenant Commercial Building with a Drive-Through and Off-Street Parking Area at 4320 West Touhy Avenue

SUMMARY AND BACKGROUND OF SUBJECT MATTER:
Jon Hague, Project Architect with Hague Architecture ("Petitioner"), on behalf of Howard Kostner Corp/4320 Touhy LLC, property owner of 4320 West Touhy Avenue, seeks Special Use approvals and zoning Variations to redevelop the property with a multi-tenant commercial building with a drive-through facility and off-street parking area. The Petitioner seeks to demolish the existing building and various property improvements and construct a new 6,430-square-foot retail building and off-street parking area. Access to the property is proposed from Kildare Avenue and Lowell Avenue, and no curb cut or vehicular access from Touhy Avenue is proposed. The new retail building is centrally located on the property with the off-street parking lot to the front and sides of the building. New development of this site is subject to compliance with the Zoning Code. The Petitioner proposes an eight-foot masonry screening wall along the north lot line to serve as screening between the property and the residential properties to the north.

The property is within the B-2 General Business District. The property was used as a bank drive-through for Bank of Lincolnwood and, most recently, Republic Bank. The property has been vacant since approximately 2012 when Republic Bank closed the facility. The property is approximately 32,787-square feet in area with street frontage on three sides; Touhy Avenue (south), Kildare Avenue (east), and Lowell Avenue (west).

Requested Zoning Action
The new multi-tenant building is centrally located on the property with off-street parking areas located between the building and streets on the east (Kildare), south (Touhy), and west (Lowell). The Zoning Code has been amended recently to require a Special Use for off-street parking areas that are located between the building and street ("front yard parking"). The project also includes a drive-through serving a proposed coffee shop at the west end of the new building. The Zoning Code requires Special Use approval for all drive-through facilities and, therefore, the Petitioner seeks a second Special Use approval for the proposed drive-through.

Finally, the Petitioner seeks four Zoning Variations necessary to construct the new building and new off-street parking area. These Variations can be summarized as off-street parking area landscape Variations, more specifically, below is a list of requested Variations (section of the Zoning Code):

1. Allow less than the minimum eight-foot perimeter landscape area along the east and west lot lines (Section 6.14);
2. Allow off-street parking area that in certain locations does not include the minimum required 9' x 18' interior landscape islands (Section 6.14);
3. Allow less than the minimum six-foot foundation landscape area (Section 6.15); and
4. Allow less than the required five-foot landscape setback area between property within B-2 District and adjacent residential zoned property (Section 6.16).

Public Hearing
The Plan Commission began their deliberations on this matter at their July 6, 2016 meeting. Jon Hague primarily represented the Petitioner with Larry Radler also present. Mr. Hague testified that the drive-through is an integral part of their redevelopment plan and will be used by Starbucks. Mr. Hague added that the project includes more than the minimum required off-street parking to ensure that parking is not an issue.

The Plan Commission opened the hearing to testimony from the public.

Barbara Walsh, 4256 West Touhy Avenue, testified that she has concerns with an increase in the amount of traffic in the area that will cause congestion. Ms. Walsh added that she is concerned for the safety of children and seniors in the area.

Jerry Altman, 4351 West Chase Avenue, testified that he believes the development will compound existing traffic problems on Lowell and Touhy Avenues. Mr. Altman added concerns regarding trash in the area.

Ira Kudish, 7226 North Tripp Avenue, agreed with the testimony provided by neighbors and that a traffic study should be done.

Mike Bagban, 7240 North Lowell Avenue, concurred with his neighbors regarding traffic congestion and concerns with trash.

Branko Sajic, 7227 North Kildare Avenue, testified that Touhy Avenue is a highly congested street and the project will add to the congestion. Mr. Sajic added that he believes vehicles will use the residential streets to avoid congestion on Touhy Avenue.

David Lynne, 7226 North Kildare Avenue, testified that the proposed new commercial building with a drive-through will add to problems with traffic, noise, and crime.

Mary Jane Hlepas, 7214 North Tripp Avenue, commented on the number of accidents at the intersection of Touhy and Tripp Avenues. Ms. Hlepas added that new businesses are encouraged but residents need to be protected.

No other testimony from the public was received. The Plan Commission did note for the record receipt of eleven letters of opposition to the project.

Commissioner Sampen asked the Petitioner to address a concern regarding increased alley traffic as identified in the letters of objection. Mr. Hague stated that no alley access is proposed. The Plan Commission next discussed the off-street parking area and a concern with a lack of landscape along the east lot line of the property facing the residential area. Commissioner Goldfein stated her objection to the landscape plan as submitted and she would not be in favor of the project unless the landscape plan is

enhanced and improved. Finally, the Plan Commission concluded that a Traffic Study was necessary in order to understand the project's impact on traffic in the area.

The Plan Commission continued the matter and directed the Petitioner to prepare a Traffic Study.

The matter was continued, without discussion, on September 7, 2016, October 6, 2016, November 2, 2016, and November 16, 2016 during which the Petitioner prepared and modified the requested Traffic Study.

At the December 7, 2016 Plan Commission meeting, the Commission considered a revised site plan submitted by the Petitioner in an effort to address concerns associated with the original site plan. Mr. Hague addressed the Commission testifying that they had moved the proposed building to a central location on the property in order to allow for greater on-site stacking of vehicles exiting the drive-through and exiting the property. Mr. Hague added that they increased the perimeter landscape area along the east lot line from approximately three feet to approximately seven feet as requested by the Plan Commission.

Staff noted that the Village Engineer reviewed the Traffic Study and agreed that the additional stacking created by shifting the building could potentially alleviate concerns with vehicles exiting the property. The Commission determined that the Village Engineer recommendation should include, in any approval, that the Village is allowed to analyze the traffic operations after the development has been fully built and occupied and have the right to require the property owner to make physical changes to the points of ingress/egress at no expense to the Village.

Commissioner Goldfein objected to any recommendation by the Plan Commission without a revised landscape plan. As discussion ensued, the Plan Commission expressed a desire to keep the hearing process moving and generally felt comfortable forwarding a recommendation without a revised landscape plan. The majority of Commissioners felt that the previously submitted landscape plan met the spirit of the Zoning Code relative to required landscape requirements. The Commission directed the Petitioner to prepare a revised landscape plan consistent with the previously submitted plan for quantity and density of plantings for review by the Village Board. Attached is the revised landscape plan submitted by the Petitioner.

The Commission next discussed concerns with vehicles exiting the property and on to Touhy Avenue. Chairman Yohanna expressed concern with vehicles exiting the property on to Lowell Avenue and then turning on to Touhy Avenue. The Commission, along with the Petitioner, explored potential improvements such as the installation of "pork chops"(raised islands that prohibit certain movements) at the exit on to Kildare Avenue, restricting vehicle movements on the property, installing "left turn only" signs at the exit to Lowell Avenue, and a curb cut on Touhy Avenue. Javier Millan, Senior Consultant with KLOA, testified on the findings of the Traffic Study including his findings that there were sufficient gaps in traffic along Touhy Avenue to allow for vehicles to safely exit the site and turn safely on to Touhy Avenue. Mr. Hague did not object to potential improvements to the property in the future if found to be unsafe. Mr. Hague did state that they briefly explored a curb cut on Touhy Avenue but they had been advised a curb cut would not be permitted by IDOT.

The Commission and Petitioner alike were concerned with any condition allowing the Village to review the traffic upon completion of the project as well as the extent to which improvements may be required.

Mike Toth, 7240 Lowell Avenue, testified on his concern with potential increase in traffic on to the residential side streets and stated he agrees that a "left turn only" sign should be installed at the exit to Lowell Avenue.

Plan Commission Recommendation

In considering the request for Special Uses to: 1) allow off-street parking between the proposed commercial building and Kildare, Touhy, and Lowell Avenues; and 2) allow a drive-through facility as part of the new commercial building, the Plan Commission concurred with the findings submitted by the applicant.

The Commission also, in considering the four requested Variations to: 1) allow less than the minimum eight-foot perimeter landscape area along the east and west lot lines; 2) allow off-street parking area that in certain locations does not include the minimum required 9' x 18' interior landscape islands; 3) allow less than the minimum six-foot foundation landscape area; and 4) allow less than the required five-foot landscape setback area between property within B-2 District and adjacent residential zoned property, concurred with the findings as submitted by the applicant.

By a vote of 3-1, the Plan Commission recommends approval of the two requested Special Uses and four requested landscape Variations subject to the following conditions:

1. Not later than one year after the date of issuance by the Village of a certificate of occupancy for the Development, Developer must prepare and submit a Traffic Impact Study that is prepared at least six months after a Certificate of Occupancy. If, upon Village Engineer review, it is determined additional improvements are necessary to improve public safety, then such improvements will be reviewed and recommended by the Plan Commission for Village Board consideration. The Developer will then be required to implement any approved improvements at its sole cost and expense;
2. A landscape plan is required and should be reviewed by the Community Development Department prior to issuing a building permit;
3. Signage must be placed at the exit of the drive thru lane to direct westbound Touhy traffic to exit onto Lowell Avenue and direct eastbound Touhy traffic to exit onto Kildare Avenue;
4. The developer must install "right turn only" signs at the Kildare Avenue exit and "left turn only" signs at the Lowell Avenue exit;
5. The ADA ramp at the northeast corner of Lowell and Touhy Avenues needs to be replaced to provide a tactile surface for pedestrians traveling in all directions;
6. Submit a Security Plan for the property for Police Chief approval prior to the issuance of the Certificate of Occupancy; and
7. Prior to occupancy, install a Fire Department Knox Box.

The dissenting vote cast by Commissioner Goldfein was due to objections with forwarding a recommendation without Plan Commission review of a revised landscape plan. It is anticipated that Commissioner Goldfein will be present at the January 3, 2017 meeting of the Village Board.

Note - Since the Plan Commission meeting on December 7, 2016, the Village Engineer has discussed with IDOT the possibility of a curb cut off Touhy Avenue to the subject property. IDOT responded by stating the existing access from Lowell Avenue and Kildare Avenue is sufficient for the site and, therefore, IDOT would not permit direct access onto Touhy Avenue. Attached is additional information from the Petitioner's traffic engineer, Javier Millan with KLOA, which cites reasons why KLOA does not believe IDOT would approve a curb cut off Touhy Avenue to the subject property. If the Village Board is desirous of a formal IDOT review, which may take 3-6 months, staff recommends the following condition of approval, in order to minimize any delays, should the Village Board be amenable to approving the proposal and zoning relief:

The Developer must immediately submit to IDOT the necessary application and documents seeking approval of a curb cut off Touhy Avenue. The Developer, while their application is reviewed by IDOT, is allowed to file for and receive a building permit and may also begin construction of the Development consistent with the approved site plans. In the event of IDOT

approval of a Touhy Avenue curb cut, the Developer must begin construction of the curb cut with right-in and right-out access within sixty days after IDOT approval.

FINANCIAL IMPACT:
None

DOCUMENTS ATTACHED:

1. December 7, 2016 Plan Commission Minutes Excerpt (Draft)
2. July 6, 2016 Plan Commission Minutes Excerpt
3. December 7, 2016 Staff Report to Plan Commission with Revised Site Plan
4. Revised Landscape Plan Dated December 19, 2016
5. KLOA Response to Touhy Avenue Curb Cut
6. Engineering Review of Traffic Study and Revised Site Plan/Landscape Plan (with Traffic Study)
7. Zoning Code Section 7.06(5)
8. Zoning Code Land Use Table 4.01.1
9. Zoning Code Section 4.07(8)c
10. Zoning Code Section 6.14
11. Zoning Code Section 6.15(1)
12. Letters of Opposition
13. Public Hearing Special Use Application
14. Public Hearing Variation Application
15. Development Review Team Report
16. Original Proposed Plans and Plat of Survey Dated June 8, 2016 (21 pages)

RECOMMENDED MOTION:
Move to concur with the recommendation of the Plan Commission in Case #PC-10-16 to approve Special Uses and certain Variations of the Zoning Code needed in order to allow a new multi-tenant commercial building with a drive-through and off-street parking area at 4320 West Touhy Avenue and to direct the Village attorney to prepare an Ordinance for adoption consistent with this concurrence.

DRAFT

VI. Case #PC-10-16: Public Hearing: 4320 West Touhy Avenue – Special Uses and Variations

Chairman Yohanna announced Case #PC-10-16 for consideration for a Special Use and Variations for a multi-tenant retail building with drive-through and off-street parking area. This Public Hearing has been continued since July 6, 2016. Chairman Yohanna swore in the Petitioners Mr. John Hague and Mr. Javier Millan.

Development Manager Cook outlined the requested Special Use and Variations for a new multi-tenant retail building and off-street parking area. The new development is in the B-2 General Business Zoning District and has frontage on Touhy, Kildare, and Lowell Avenues. This Public Hearing was continued from July 6, 2016 to allow the Petitioners to complete a traffic study to be reviewed by the Village Engineer due to concerns expressed with traffic exiting the site into the residential neighborhood, garage, and noise.

In the revised site plan, the building has been shifted to the east to provide additional exit stacking on Lowell Avenue due to the concerns and findings by the Village Engineer as a result of the traffic study. This revised site plan also allows increased landscaping from 3 feet to 7 feet 2 inches along the eastern perimeter of the site. A revised landscape plan has not been submitted for review at this time. Commissioner Goldfein asked to review the landscape plan before approval by the Village Board. Other revisions include pavement markings and signage to allow left hand turns only on Lowell Avenue to Touhy Avenue. The same signage will be included for right hand turns only on Kildare Avenue to Touhy Avenue. These steps would help minimize traffic into residential areas.

Commissioner Novoselsky questioned Staff as to the recommended language to allow the Village to analyze the traffic operations after the development has been fully built out and occupied and to require the owner to make physical changes to the entrances at no expense to the Village. If going forward, the Village Attorney would need to identify the specific physical changes be included in the proposed Ordinance. This condition would allow the Village to go forward and assess the situation upon completion.

Chairman Yohanna asked if there was anyone in the audience who would like to address the Plan Commission regarding this Public Hearing. Listed below are comments from members of the audience.

Mr. Mike Toth, 7240 Lowell Avenue, commented on the traffic situation. He is happy with the left turn only proposal on Lowell Avenue.

Before going ahead with the landscape plan, Staff thought it appropriate to receive comments on the modified site plan before moving forward with the landscape plan. The landscape plan would be consistent with the plan previously presented except for the proposed increased eastern perimeter landscaping. This was achieved by decreasing the foundation plantings on the east side. A recommendation can be made subject to the Petitioner completing the landscape plan prior to review by the Village Board or subject to Staff approval.

There was a lengthy discussion whether or not the site has enough space for adequate car stacking and the exiting issues on Lowell Avenue and the installation of a pork chop on Kildare Avenue. Mr. Millan stated that the drive-through would see about a ten percent increase in the volume of customers currently seen at the Starbucks at David Square. Mr. Millan said that this site has sufficient space to accommodate

this increased traffic. A gap study was conducted and the results showed that the wait time to turn right onto Touhy Avenue was approximately 10-15 seconds. Mr. Hague stated that any plan modification examples could be submitted along with the drawings for review and approval. Mr. Cook stated that ingress/egress from Touhy Avenue was explored internally. Mr. Hague said a Touhy Avenue entrance/ exit was not considered and there was no guarantee that IDOT would approve these curb cuts on Touhy Avenue. There was also discussion as to what would trigger a traffic review for any modifications to the site in the future.

Chairman Yohanna asked if there was anyone in the audience who would like to address the Plan Commission regarding this Public Hearing. Let the record state that no one came forward.

Motion to approve the requested Special Use and Variations for a multi-tenant retail business with a drive-through and off-street parking area with the condition that a landscape plan be approved by Village Staff. The Petitioner will also be required to provide a traffic study one year after completion and be required, if necessary, to make changes to the east and west entrances to the site with any internal flow markers and signage and directional arrows required at the entrances, including, but not limited to, physical changes to those entrances and exits. Additionally, include the recommendation of Staff as to signage being placed at the exit of the drive-through to direct westbound Touhy traffic to exit on Lowell Avenue to direct two-way traffic onto Kildare Avenue. Directional signs will also be required on Kildare Avenue to indicate right hand turns only out of the site and left-hand turn only onto Lowell Avenue.

Other recommended conditions would include the replacement of the ADA ramp to provide a tactile surface for pedestrians traveling in all directions at the northeast corner of Lowell and Touhy Avenues, installation of a Fire Department Knox Box, and a security plan approved by the Police Chief prior to occupancy was made by Commissioner Pauletto and seconded by Commissioner Novoselsky.

Draft language to be incorporated into the Ordinance would include "After a period of one year upon completion of the project, the Petitioner is required to submit a traffic study for review by the Village Engineer to determine if improvements are necessary. Such improvements include, but not limited to, physical changes to ingress/egress points to the property, modified/increased directional signage within the property, and alternative internal vehicular movements to the property."

Aye: Pauletto, Novoselsky, and Yohanna
Nay: Goldfein
Motion Approved: 3-1

VII. Approval of 2017 Plan Commission Schedule

Motion to approve the 2017 Plan Commission schedule was made by Commissioner Pauletto and seconded by Commissioner Goldfein.

Aye: Pauletto, Goldfein, Pauletto, and Yohanna
Nay: Nay
Motion Approved: 4-0

VIII. Other Business

No other business was presented for discussion.

MEETING MINUTES
OF THE
PLAN COMMISSION
JULY 6, 2016 – 7:00 P.M.

LINCOLNWOOD VILLAGE HALL
COUNCIL CHAMBERS
6900 NORTH LINCOLN AVENUE
LINCOLNWOOD, ILLINOIS 60712

MEMBERS PRESENT:
Chairman Mark Yohanna
Irving Fishman
Patricia Goldfein
Steven Jakubowski
Henry Novoselsky (arrived at 7:20 p.m.)
Anthony Pauletto
Don Sampen

MEMBERS ABSENT:

STAFF PRESENT:
Steve McNellis, Community Development Director – Please note that Development Director McNellis was not present for all of Case #PC-10-16 – 4320 West Touhy Avenue
Aaron N. Cook, AICP, Community Development Manager
Kathryn Kasprzyk, Community Development Coordinator

I. Call to Order

Chairman Yohanna noted a quorum of four members and called the meeting to order at 7:05 p.m.

II. Pledge of Allegiance

III. Approval of Minutes

Motion to approve the June 15, 2016 Plan Commission Minutes, as amended, was made by Commissioner Fishman and seconded by Commissioner Sampen.

Aye: Fishman, Sampen, Pauletto, and Yohanna
Nay: None
Motion Approved: 4-0

IV. Case #PC-10-16: Public Hearing: 4320 West Touhy Avenue – Special Uses and Variations

Chairman Yohanna announced Case #PC-10-16 to consider approvals for a multi-tenant retail building with drive-through and off-street parking. Chairman Yohanna swore in the Petitioners, Mr. John Hague and Mr. Lawrence Radler.

Development Manager Cook outlined the requested Special Uses and Variations for 4320 West Touhy Avenue which is in the B-3 General Business District. The proposed development is for an approximately 32,787-square-foot multi-tenant building with frontage on Touhy, Kildare, and Lowell Avenues with parking to the front of the building and the menu board and vehicle stacking to the rear. The proposed rendering, elevations, site plan, and landscaping plan were presented for review.

The two requested Special Uses are to allow off-street parking between Touhy, Kildare, and Lowell Avenues and to allow a drive-through facility. The four Variations requested are to allow a drive-through to face a public street, to allow less than the minimum perimeter landscaping, to allow less than the minimum interior landscaping, and to allow than the minimum foundation landscaping.

The first requested Special Use is to allow off-street parking between the proposed building and streets. All of the proposed parking would require a Special Use. The second Special Use request is to allow a drive-through facility for a proposed coffee shop. It was noted that all drive-through facilities require a Special Use, and a list of current drive-throughs were presented for review.

The first Variation request is for the location of the drive-through facility which prohibits drive-throughs facing the street. The proposed drive-through faces Lowell Avenue. Entrance to the property will be off of Kildare or Lowell Avenues utilizing the same curb cuts. There will be no ingress or egress to the alley.

The second Variation request pertains to the minimum perimeter landscaping for off-street parking lots. The north perimeter area abuts an alley. Along this area, the Petitioner is proposing one foot of landscaping and an eight-foot masonry screening wall. The Zoning Code requires a minimum of five feet of landscaping with an eight-foot masonry screening wall. The east perimeter area is proposed to have a three-foot-wide landscape area with low growing plants. The Zoning Code requires an eight-foot-wide continuous densely planted hedges or massing of shrubs resulting in a 75% semi-opaque screening within one year of installation.

The third Variation request pertains to the interior landscaping for off-street parking lots. The Petitioner is proposing landscape islands that are substandard in size and plantings and do not meet the nine-foot by eighteen-foot size requirement. The Petitioner is proposing no landscaping at the island end caps.

The last Variation request pertains to the minimum foundation landscaping for off-street parking lots. The Zoning Code requires a six-foot landscape area at the foundation of the building. The Petitioner proposes a 5-foot-wide landscape area along the east foundation area and 4.4-foot-wide landscape area along the west foundation.

The Development Review Team's Recommended Conditions include the submission of a traffic/parking study for Village Engineer review and approval, submission of a security plan for Police Chief approval prior to the issuance of a Certificate of Occupancy, and installation of a Fire Department Knox Box. The traffic/parking study should specifically address concerns with utilizing the existing curb cuts located along Kildare and Lowell Avenues due to the proximity to Touhy Avenue. This traffic/parking study should address traffic movement conflicts and any safety concerns.

Development Manager Cook identified, for the record, that letters of opposition were submitted regarding this application and are included in the Plan Commission packet.

Mr. John Hague, the project architect, outlined the redevelopment process. The proposed drive-through tenant was identified as a Starbucks who would require ample parking and stacking requirements which is necessitating the landscape Variations. Mr. Hague believes that their plan resolves vehicle stacking and traffic flow issues. The Zoning Code requires a minimum of 34 parking spaces, and the Petitioners are proposing 44 spaces, of which Starbucks would require 20 of these spaces. The other two tenants would be low traffic users and should not negatively affect the proposed parking plan. It was noted that the Petitioners could comply with the Zoning Code with no landscaping Variations as their plan does meet the minimum parking requirements.

Commissioner Sampen inquired if Mr. Hague has reached out to the community to address their concerns. Mr. Hague said they were not aware of any concerns until they received the letters of opposition in the Plan Commission packet. Mr. Hague said they would be happy to work with the neighbors. Alley traffic was one of the major concerns cited in the letters, and the proposed plan offers no access from the alley.

Property Manager Lawrence Radler stated a letter of intent from Starbucks would be forthcoming if the drive-through was approved, and it was Mr. Radler's understanding that the store in David's Square would close. Dunkin' Donuts was also identified as a potential user.

There was discussion regarding reconfiguring the parking spaces to accommodate more landscaping. There was concern about the lack of landscaping along the east side of the property and perimeter landscaping requirements. Commissioner Goldfein stated she would not be in favor of this proposal unless the landscaping plan is enhanced. Mr. Hague agreed to work on improving the landscaping plan.

Chairman Yohanna asked if there was anyone in the audience who would like to address the Plan Commission regarding this Public Hearing. Listed below are comments from members of the audience.

Ms. Barbara Walsh, 4256 West Touhy Avenue, had concerns about children and senior safety as a drive-through would increase traffic and cause further congestion on the side streets.

Mr. Jerry Altman, 4351 West Chase Avenue, said the proposed drive-through would compound the traffic problems on Lowell and Touhy Avenues as well as trash issues.

Mr. Ira Kudish, 7226 North Tripp Avenue, agreed that with the other residents that a traffic study should be done before approval of this project.

Mr. Mike Bagban, 7240 North Lowell Avenue, agreed that traffic congestion and trash are an issue.

Mr. Branko Sajic, 7227 North Kildare Avenue, emphasized the traffic congestion on Touhy Avenue and this proposal will make traffic on the side streets worse.

Mr. David Lynn, 7226 North Kildare Avenue, stated that a drive-through is going to cause more problems with traffic, noise, and crime.

Ms. Mary Jane Hlepas, 7214 North Tripp Avenue, commented on the number of accidents that happen at the intersection of Touhy and Tripp Avenues. New businesses are encouraged, but the residents need to be protected.

Development Manager Cook stated that a traffic study would be reviewed by the Village Engineer who would then provide recommendations to alleviate any potential problems. The interior traffic flow design would be reviewed as well.

Chairman Yohanna asked if there was anyone in the audience who would like to address the Plan Commission regarding this Public Hearing. Let the record state that no one came forward.

Motion to continue to the August 3, 2016 Plan Commission meeting with the condition that a traffic study be provided, including an interior traffic flow design, was made by Commissioner Pauletto and seconded by Commissioner Novoselsky.

Aye: Pauletto, Novoselsky, Fishman, Goldfein, Jakubowski, Sampen, and Yohanna
Nay: None
Motion Approved: 7-0

V. Case #PC-08-16: Proposed Text Amendment – Residential Fence Regulations

Chairman Yohanna announced Case #PC-08-16 for consideration and review of a Text Amendment to consider establishing regulations for residential fences along rear and side lot lines adjacent to public recreation paths and/or ComEd utility rights-of-way.

Development Manager Cook presented the proposed Zoning Code Text Amendment concerning residential fence regulations adjacent to recreation paths and/or ComEd utility rights-of-way. A map of the public recreation paths for review which include the Union Pacific Bicycle Path Trail to the east and the Valley Line Trail to the west as well as photographs of both trails. The Valley Line Trail is a continuation of the trail which connects the Chicago and Skokie trail. Skokie has recently completed their portion of the trail. Staff noted that the Village will ultimately maintain this portion of the trail which is scheduled to be completed by the end of this summer.

Recommended regulations to discuss include a maximum height of eight feet and a solid fence design with all currently permitted fence materials. Additional recommended regulations up for discussion is to require uniformity of the fence design and to allow similar allowances for residential properties abutting ComEd rights-of-way. As a result of the installation of these paths where previously there were none, consideration is for adoption of fence regulations that are unique and specific to these properties. A uniform design style was unanimously deemed unreasonable and not feasible.

Chairman Yohanna asked if there was anyone in the audience who would like to address the Plan Commission regarding this Public Hearing. Listed below are comments from members of the audience.

Ms. Maggie Weiss, 6521 North Kilbourn Avenue, would like approval of a fence of up to eight feet. This would afford residents more privacy and security.

Dr. David Weiss, 6521 North Kilbourn Avenue, said that since the height of path varies greatly, ten feet would be an appropriate height.

Ms. Rita Bresler, 4540 West Lunt Avenue, agreed that ten feet would be an appropriate height.

Mr. Howard Bernstein, 6541 North Kilbourn Avenue, did not know what the appropriate height should be, but the fence should be high enough to screen the view of the path.

Mr. Mark Turrel, 6741 North Kolmar Avenue, suggested that fences that abut the paths should be allowed to be six feet higher than the elevation of the path behind their property.

Return to VB Agenda

Plan Commission Staff Report
Case # PC-10-16

December 7, 2016

(Continued from November 16, 2016, November 2, 2016, October 6, 2016, September 7, 2016 and July 6, 2016)

Subject Property:
4320 West Touhy Avenue

Zoning District:
B-2 General Business District

Petitioner:
Jon Hague, Project Architect on behalf of Howard Kostner Corp/4320 Touhy LLC, Property Owner



Nature of Request: Proposed redevelopment of property for a multi-tenant retail building and off-street parking area at 4320 West Touhy Avenue.

Requested Action:
Special Use:

1. Allow off-street parking lot between proposed building and Touhy Avenue, Kildare Avenue, and Lowell Avenue (Section 7.06(5)); and
2. Allow a drive-through facility (Section 4.04(2) and Table 4.01.1).

Variations:

1. Allow a drive-through to face a public street (Section 4.07(8)c);
2. Minimum Perimeter Landscape Requirement for Off-Street Parking Lots (Section 6.14);
3. Minimum Interior Landscape Requirements for Off-Street Parking Lots (Section 6.14); and;
4. Minimum Foundation Landscape (Section 6.15(1)).

Notification: Notice in Lincolnwood Review June 16, 2016, Public Hearing Sign Installed at 4320 West Touhy Avenue, and Mailed Legal Notices Dated June 16, 2016 to Properties within 250 Feet.

Summary of Request

Jon Hague, Project Architect with Hague Architecture ("Petitioner"), on behalf of Howard Kostner Corp/4320 Touhy LLC, property owner of 4320 West Touhy Avenue, seeks Special Use approvals and zoning Variations to redevelop the property with a multi-tenant retail building with a drive-through facility and off-street parking area. The property is within the B-2 General Business District. The property was used as a bank drive-through for Bank of Lincolnwood and, most recently, Republic Bank. The property has been vacant since approximately 2012 when Republic Bank closed the facility. The property is approximately 32,787-square feet in area with street frontage on three sides; Touhy Avenue (south), Kildare Avenue (east), and Lowell Avenue (west).

The Petitioner seeks to demolish the existing building and associated improvements and construct a new 6,430-square-foot retail building and off-street parking area. Access to the property is proposed from Kildare Avenue and Lowell Avenue, and no curb cut or vehicular access from Touhy Avenue is proposed. The new retail building is situated at the west end of the property with the off-street parking lot to the front of the building. New development of this site is subject to compliance with the Zoning Code.

To the east of the subject property is a townhome development within the R-4 Residential District, to the north are single-family homes within the R-3 Residential District, to the east is a multi-tenant retail building within the B-2 General Business District, and south are an automobiles sales use and an office building within the B-3 District.

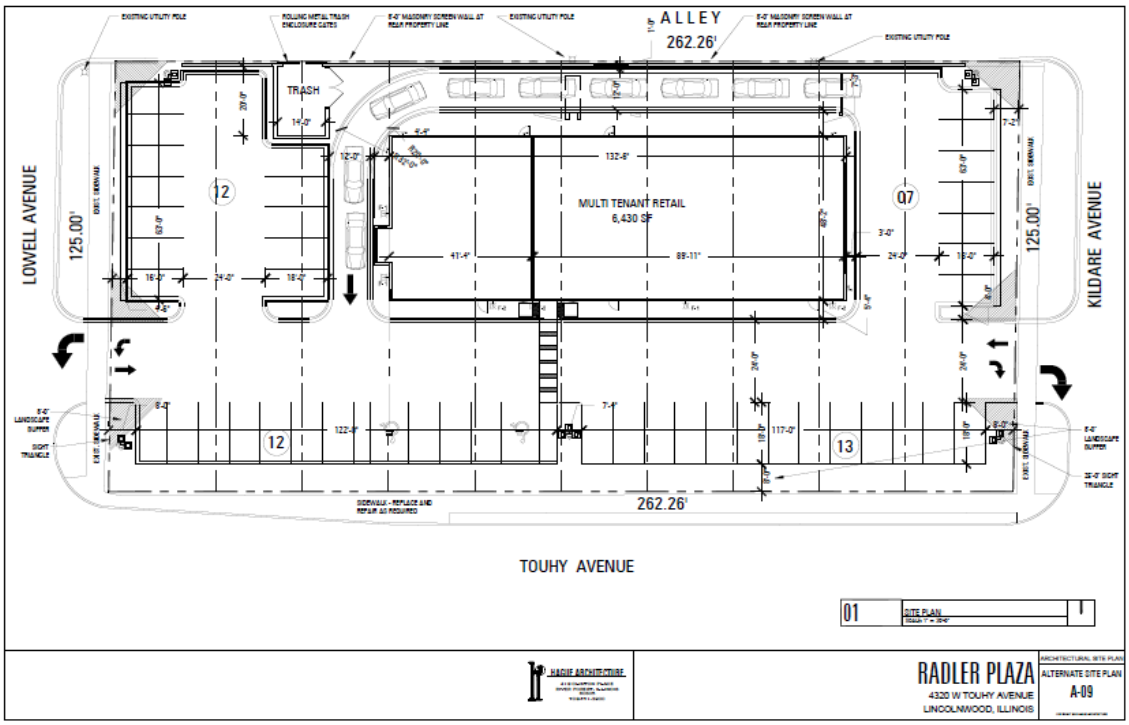
Before the Plan Commission are both the Special Use requests and the Variation requests. The Village of Lincolnwood, through Home Rule authority, has created a process in which the Plan Commission considers zoning Variations when they are requested along with a Special Use. This process is intended to streamline the hearing process for the benefit of the applicant.

This matter has been continued at several Plan Commission meetings in order for the Petitioner to prepare and submit a traffic study, allow the Village Engineer to review the traffic study, and for the Petitioner to resubmit a revised traffic study. As a result of comments from the Village Engineer, the Petitioner submitted a modified site plan. Based on the revised site plan, the Village Engineer has provided a plan review which is attached to this report. Copied below are the most pertinent of the site plan comments (underline added for emphasis).

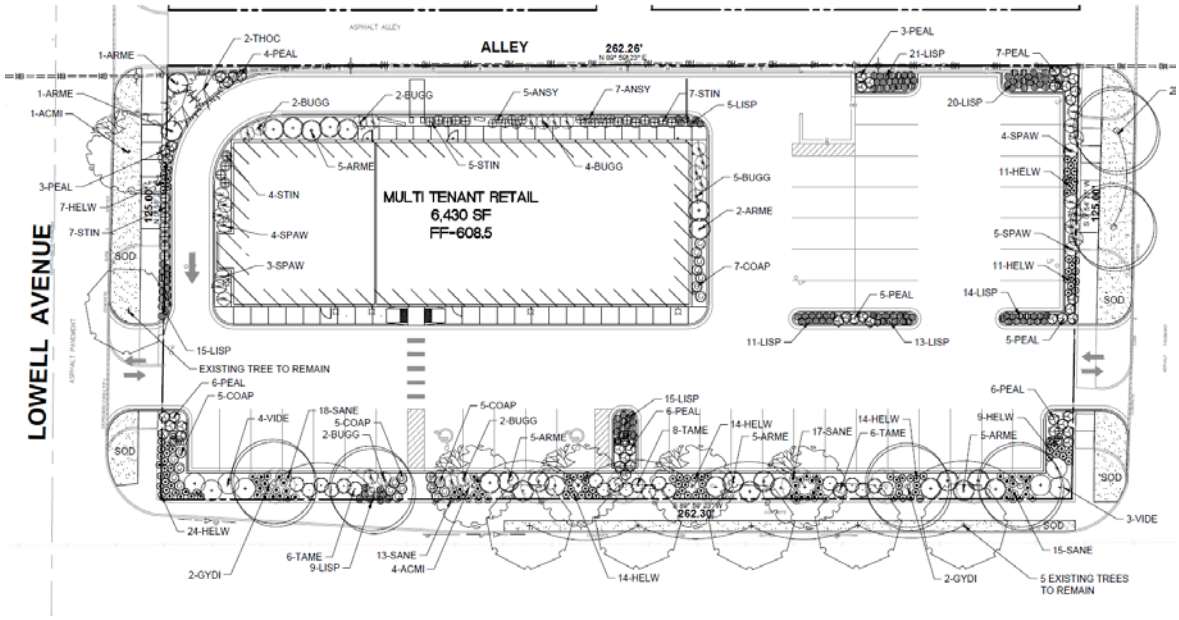
- "We had previously requested that the entrances along Kildare and Lowell Avenues be moved northward away from the intersections with Touhy Avenue to provide for more stacking at the intersection during times of high traffic volumes along Touhy Avenue. The applicant's response was that it would have negatively impacted the site design. However, the revised site plan moves the proposed building to the center of the lot versus the previous design where the building was centered on the western half of the lot. <u>This does increase the amount of available stacking on the site to potentially alleviate the stacking problem on the adjacent roadways.</u>"

- "Given that Touhy Avenue is highly congested in the peak hours, it is likely that some traffic exiting the development may try to travel northward on either Kildare or Lowell Avenues to access the existing alley immediately adjacent to site or further northward into the residential area and then travel westward to Kostner Avenue to access the existing traffic signal to enter onto Touhy Avenue. The traffic study shows either one or two vehicles heading northward from the entrances during the peak hours, but these do not necessarily represent cut-thru trips. We looked at having the site infrastructure modified to physically restrict traffic movements in and out of the site or add signed turn restrictions, but felt that it would be inappropriate at this time. We recommend that any development agreement include language that allows the Village to analyze the traffic operations after the development has been fully built out and occupied and requires the owner to make physical changes to the entrances at no expense to the Village."

- "We recommend that signage be placed at the exit of the drive thru lane to direct westbound Touhy traffic to exit onto Lowell Avenue and direct eastbound Touhy traffic to exit onto Kildare Avenue."



Revised Site Plan



Previous Site Plan

Conclusion

The Petitioner seeks Special Use approvals and certain Variations to allow construction of new multi-tenant retail building and off-street parking area at 4320 West Touhy Avenue. In total, the project requires:

Special Use:

1. Allow off-street parking lot between proposed building and Touhy Avenue, Kildare Avenue, and Lowell Avenue (Section 7.06(5)); and
2. Allow a drive-through facility (Section 4.04(2) and Table 4.01.1).

Variations:

3. Allow a drive-through to face a public street (Section 4.07(8)c);
4. Minimum Perimeter Landscape Requirement for Off-Street Parking Lots (Section 6.14);
5. Minimum Interior Landscape Requirements for Off-Street Parking Lots (Section 6.14); and
6. Minimum Foundation Landscape (Section 6.15(1)).

If the Plan Commission sees fit to recommend approval of the Special Uses and Variations, Staff recommends the following conditions:

1. The developer allow the Village to analyze the traffic operations after the development has been fully built out and occupied and requires the owner to make physical changes to the entrances at no expense to the Village.

2. Signage be placed at the exit of the drive thru lane to direct westbound Touhy traffic to exit onto Lowell Avenue and direct eastbound Touhy traffic to exit onto Kildare Avenue.

3. The ADA ramp at the NE corner of Lowell and Touhy Avenues needs to be replaced to provide a tactile surface for pedestrians traveling in all directions.

4. Submit a Security Plan for the property for Police Chief approval prior to the issuance of the Certificate of Occupancy; and

5. Prior to occupancy, install a Fire Department Knox Box.

Staff has received several phone calls from the public, each of which sought additional information on the project. Staff has also received letters of objection from eleven residents at 4240-4260 West Touhy Avenue based primarily on concerns with parking and traffic congestion.

Documents Attached

1. Engineering Review of Revised Site Plan
2. Revised Site Plan
3. Plan Commission Report July 6, 2016

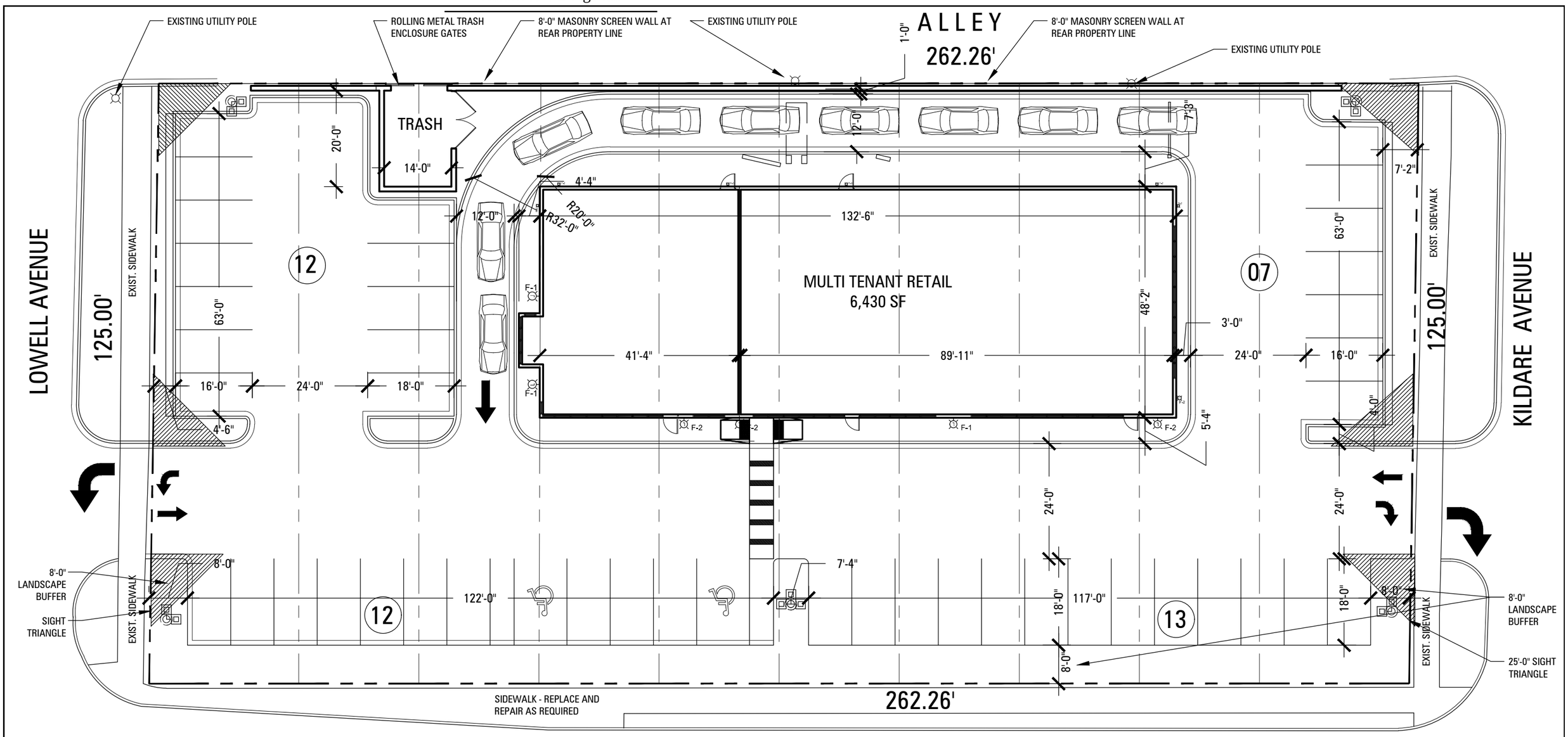
Documents Available Upon Request

1. Zoning Code Section 7.06(5)
2. Zoning Code Land Use Table 4.01.1
3. Zoning Code Section 4.07(8)c
4. Zoning Code Section 6.14
5. Zoning Code Section 6.15(1)
6. Letters of Opposition
7. Public Hearing Special Use Application
8. Public Hearing Variation Application
9. Development Review Team Report
10. Proposed Plans and Plat of Survey dated June 8, 2016 (21 pages)

Board Action Standards For Granting Relief

In determining whether in a specific case there are practical difficulties or particular hardships in the way of carrying out the strict letter of this Zoning Ordinance, the following standards shall be taken into consideration the extent to which the following facts are established:

STANDARDS	Yes	No
a. The requested major variation is consistent with the stated intent and purposes of this Zoning Ordinance and the Comprehensive Plan;		
Notes:		
b. The particular physical surroundings, shape or topographical conditions of the subject property would bring a particular hardship upon the owner, as distinguished from a mere inconvenience, if the strict letter of this Zoning Ordinance is enforced;		
Notes:		
c. The conditions upon which the petition for the variation is based would not be applicable generally to other property within the same zoning district;		
Notes:		
d. The variation is not solely and exclusively for the purpose of enhancing the value of or increasing the revenue from the property;		
Notes:		
e. The alleged difficulty or hardship has not been created by any person presently having an interest in the property;		
Notes:		
f. The granting of the variation will not be detrimental to the public welfare or injurious to other property or improvements in the neighborhood in which the property is located;		
Notes:		
g. The variation granted is the minimum change to the Zoning Ordinance standards necessary to alleviate the practical hardship on the subject property;		
Notes:		
h. The proposed variation will not impair an adequate supply of light and air to adjacent property, or substantially increase the danger of fire, or otherwise endanger the public safety, or substantially diminish or impair property values within the neighborhood.		
Notes:		



TOUHY AVENUE

01	SITE PLAN SCALE: 1" = 20'-0"	1

HAGUE ARCHITECTURE
418 CLINTON PLACE
RIVER FOREST, ILLINOIS
60305
708.771.3900

RADLER PLAZA

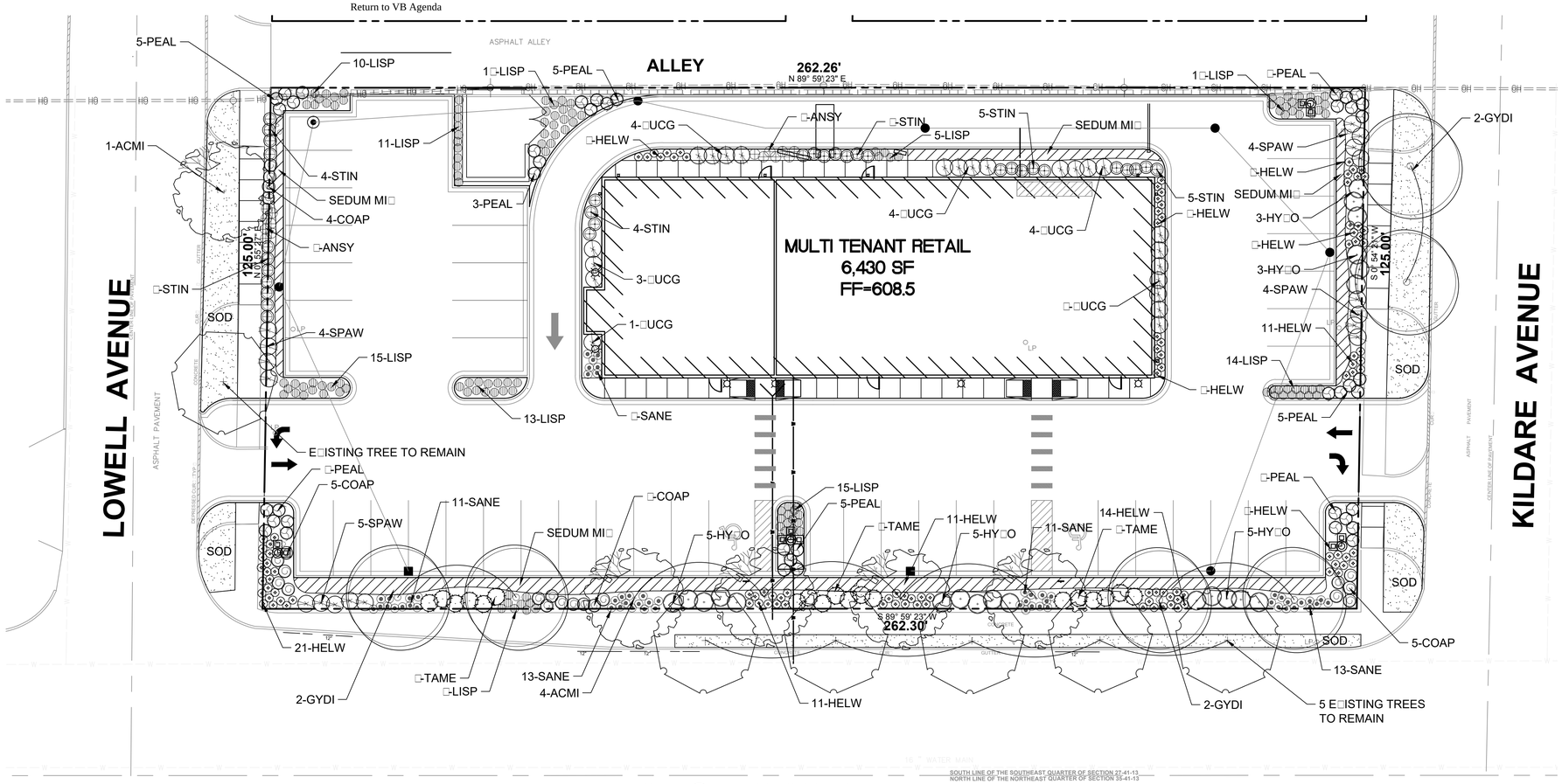
4320 W TOUHY AVENUE
LINCOLNWOOD, ILLINOIS

ARCHITECTURAL SITE PLAN

ALTERNATE SITE PLAN

A-09

COPYRIGHT 2015 HAGUE ARCHITECTURE



SOUTH LINE OF THE SOUTHEAST QUARTER OF SECTION 27-41-13
NORTH LINE OF THE NORTHEAST QUARTER OF SECTION 35-41-13

GRAPHIC SCALE
15 0 7.5 15 30
(IN FEET)
1 inch = 15 ft.

KEY

	SEDUM MIX	25%	
	SEDUM MIX	25%	
	SEDUM MIX	50%	

ADD 24 ADDITIONAL 10-12"

SEDUM MIX DETAIL
NO SCALE

PLANT SCHEDULE					
SHADE TREES					
ACMI	5	Acer miyabei 'Morton'	State Street Miyabe Maple	2.5" cal	B&B
GYDI	6	Gymnocladus dioicus	Kentucky Coffeetree	2.5" cal	B&B
EVERGREEN SHRUBS					
BUCG	24	Buxus x 'Glencoe'	Chicagoland Grows Boxwood	18"w	B&B
TAME	19	Taxus x media 'Hicksii'	Hicks Yew	24"	B&B
DECIDUOUS SHRUBS					
COAP	22	Cotoneaster x 'Hessei'	Hess Cotoneaster	18"	#3
HYKO	21	Hypericum inodorum 'Kolmashi'	First Editions White St. Johnswort	18"	#3
STIN	32	Stephanandra incisa 'Crispa'	Crispa Cutleaf Stephanandra	24"	#5
SPAW	17	Spiraea japonica 'Anthony Waterer'	Anthony Waterer Spirea	24"	#3
PERENNIALS AND GRASSES					
ANSY	14	Anemone sylvestris	Snowdrop Anemone	#1	
HELW	105	Hemerocalis 'Little Wine Cup'	Little Wine Cup Daylily	#1	
LISP	104	Echinacea purpurea 'Magnus'	Magnus Purple Coneflower	PT	10 flat
PEAL	37	Pennisetum alopecuroides 'Hameln'	Dwarf Fountain Grass	#1	
SANE	55	Salvia nemerosa 'May Night'	May Night Salvia	#1	
GROUNDCOVER					
SEDUM MIX	1236 SF 52 flats	25% Sedum album 'Murale' 25% Sedum spurium 'John Creech' 50% Sedum ternatum	Murale Stonecrop John Creech Stonecrop Wild Stonecrop	24 flat plug	see sedum mix detail for plantx spacing

NOTES

1 All turf areas shall be finely graded with a minimum of 6" of pulverized topsoil, free of vegetation, rocks, and other debris. Surface shall be prepared and protected from compaction prior to installation of sod.

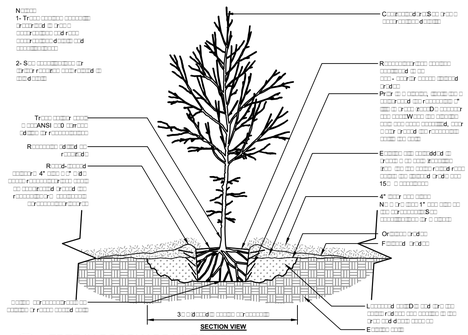
2 All planting areas shall be mulched with 4" of premium shredded hardwood bark mulch.

3 All plant material shall comply with the American Standards for Nursery Stock, ANSI Z60.1-2014.

4 Plant material shall be guaranteed for a period of one year from the time of acceptance. Any plant material replaced as part of guarantee shall be guaranteed for a period of one year from date of replacement. Contractor shall notify Owner of any maintenance deficiencies which

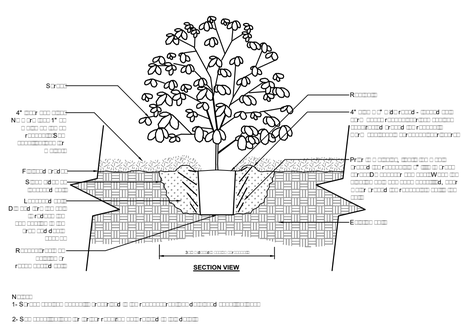
5 Contractor is responsible for staking and guying trees as necessary to maintain upright position.

6 Existing trees to remain are to be protected during construction to prevent damage. Tree protection shall extend 4 feet beyond dripline of tree canopy.



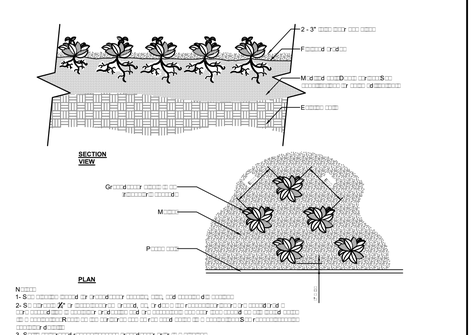
TREE IN POORLY DRAINED SOIL
1/2" = 1'-0"

UR: AN TREE FOUNDATION © 2014
OPEN SOURCE FREE TO USE



SHRUB PLANTING DETAIL
NO SCALE

UR: AN TREE FOUNDATION © 2014
OPEN SOURCE FREE TO USE



GROUNDCOVER
NO SCALE

UR: AN TREE FOUNDATION © 2014
OPEN SOURCE FREE TO USE

REVISIONS
10.21.□ REVISED PER SITE PLAN REVISION
12.1.□□ REVISED PER SITE PLAN REVISION

SUSTAINABLE DESIGN | SUSTAINABLE LIVING

Wolf Pack CONSULTING, LLC
Civil Engineering
Land Planning
Land Surveying
Project Entitlements
Stormwater Management
1612 Ogden Avenue, Suite 202, Lisle, IL 60532
Office: (630) 964-3117 • wolfpackdg.com

PRELIMINARY LANDSCAPE PLAN
4320 WEST TOUHY AVENUE
VILLAGE OF LINCOLNWOOD, ILLINOIS

PENDING APPROVAL - NOT FOR CONSTRUCTION

PRO□MGR□	P□W
PRO□ENG□	□M
DRAWN □Y□	MAD
DATE□	0□-03-1□
SCALE□	1" □15□

SHEET NO□
L1□0

PRO□NUM□ER□

HAGUE ARCHITECTURE

Jonathon Hague <jhague@haguearch.com>

Lincolnwood Starbucks

Javier Millan <jmillan@kloainc.com> Mon, Dec 19, 2016 at 3:52 PM
To: "jhague@haguearch.com" <jhague@haguearch.com>

Dear Jonathon,

Based on what was discussed at the planning commission meeting, below are the reasons why a an access drive off Touhy Avenue is not possible.

- Touhy Avenue is a Strategic Regional Arterial (SRA) route and the State will not allow an additional access point since it does not meet spacing requirements (500 feet assuming a limited access drive) and it goes directly against the SRA intent of limiting and/or reducing the number of access drives off the SRA route in order to enhance and maintain through traffic flow on the main arterial (Touhy Avenue).

- The distance between Lowell Avenue and Kildare Avenue (centerline to centerline) is approximately 325 feet and the provision of an additional access drive (whether it is right-in only, right-out only or a right-in/right-out) will create safety issues with ingress/egress, the through traffic volumes along Touhy Avenue and the turning movements at the adjacent intersections.

- Even if an access drive would be allowed by the State, such provision will have a negative impact on internal circulation with the shallow depth of the parking lot and the creation of an intersection so close to Touhy Avenue.

I hope, this clarifies the reasons why an access drive off Touhy Avenue cannot be provided.

If you need anything else, please let mem know.

Javier Millan

Senior Consultant

Kenig, Lindgren, O'Hara, Aboona, Inc.

9575 West Higgins Road, Suite 400

Rosemont, IL. 60018

(847) 518-9990 office (847) 518-9987 fax

www.kloainc.com jmillan@kloainc.com



Return to VB Agenda

PLAN REVIEW MEMORANDUM

TO: Aaron Cook - Community Development Manager
Kathy Kaspryzyk - Community Development
Josie Braovac - Community Development

FROM: James Amelio, PE - Village Engineer
Paul Bourke, PE – CBBEL

[ ] ACCEPTED

DATE: 12/2/2016

[X] REVISE AND RESUBMIT

SUBJECT: **4320 Touhy Avenue – Radler Plaza**
CBBEL Project 140090.R1602

I have reviewed the following documents associated with the subject project:

- Architectural Site Plan prepared by Hague Architecture bearing no revision date
- Traffic Impact Study prepared by KLOA bearing a revision date of October 31, 2016
- Response Letter prepared by KLOA dated October 31, 2016

It is our understanding that this project will be presented to the Plan Commission for consideration next week. We offer the following comments for the Village's consideration:

ARCHITECTURAL SITE PLAN AND TRAFFIC STUDY

1. We had previously requested that the entrances along Kildare and Lowell Avenues be moved northward away from the intersections with Touhy Avenue to provide for more stacking at the intersection during times of high traffic volumes along Touhy Avenue. The applicant's response was that it would have negatively impacted the site design. However, the revised site plan moves the proposed building to the center of the lot versus the previous design where the building was centered on the western half of the lot. This does increase the amount of available stacking on the site to potentially alleviate the stacking problem on the adjacent roadways.

2. Given that Touhy Avenue is highly congested in the peak hours, it is likely that some traffic exiting the development may try to travel northward on either Kildare or Lowell Avenues to access the existing alley immediately adjacent to site or further northward into the residential area and then travel westward to Kostner Avenue to access the existing traffic signal to enter onto Touhy Avenue. The traffic study shows either one or two vehicles heading north ward from the entrances during the peak hours, but these do not necessarily represent cut-thru trips. We looked at having the site infrastructure modified to physically restrict traffic movements in and out of the site or add signed turn restrictions, but felt that it would be inappropriate at this time.

We recommend that any development agreement include language that allows the Village to analyze the traffic operations after the development has been fully built out and occupied and requires the owner to make physical changes to the entrances at no expense to the Village.

3. The aforementioned reservation until the development is fully occupied is critical as the "multi-tenant retail" is unknown at this time. If the occupant ends up being a restaurant versus a retail tenant, on-site parking could be lacking and increase the number of vehicles entering and exiting the site.

4. The proposed use replaces the existing Starbucks that is located one block to the east. The applicant's traffic engineer has informed us that it is Starbuck's intent to capture primarily westbound customers on Touhy Avenue in the AM hours as they travel to the Edens Expressway. Their traffic study does not address how many users would be transferred from the present use and how many would be new users to the facility that would be attracted by the drive-thru facility. They have assumed 70% of the site generated traffic volume to be existing pass-by traffic with the remaining 30% as new trips.

5. We recommend that signage be placed at the exit of the drive thru lane to direct westbound Touhy traffic to exit onto Lowell Avenue and direct eastbound Touhy traffic to exit onto Kildare Avenue.

STORMWATER MANAGEMENT

6. The site is noted to be 32,787 SF (0.75 acres) and will have a non-residential use. It is indeterminate at this time if the proposed development creates additional impervious surface coverage for the site, but visually it appears that it will be close. The development is not required to construct detention storage under the MWRDGC WMO, but will under the stricter Village requirements. The development will also need to comply with the volume control requirement of the WMO. The need to provide these measures would be reduced if green infrastructure, such as permeable pavement, was introduced into the project design.

OUTSIDE PERMITTING AGENCIES

7. This project will require a Watershed Management Ordinance (WMO) permit from Metropolitan Water Reclamation District of Greater Chicago (MWRDGC) for qualified sewer construction and runoff volume control, depending upon the increase in impervious surface over the existing condition.

8. The project will require a Permit from IDOT for all work performed within the Touhy Avenue right-of-way.

GENERAL COMMENTS

9. The applicant should provide an exhibit/exhibits showing Autoturn movements of fire truck & ambulance movements and appropriate delivery vehicles during the final engineering phase of development.

10. The plan does not include the following information that is required for a standard preliminary engineering submittal:

    - A Lighting and Photometric Plan for the property consistent with Village Code. No proposed pole-mounted site lighting has been indicated at this time; it appears that all lighting will be building-mounted.

    - No existing or proposed topographic elevations are shown on the submitted plans. The final engineering submittal shall include all existing and proposed site grading.

    - The final engineering plan shall include the removal of the existing depressed curb & gutter along both Lowell and Kildare Avenues and the replacement with barrier curb & gutter (along with adjacent roadway pavement) for the two existing entrances that will be removed.

    - The final engineering plan shall include the removal of the sidewalk squares on both sides of the alley crossings along Lowell Avenue and Kildare Avenue and their replacement with squares containing the required ADA tactile warning surface.

    - The final engineering shall include the removal of the abandoned aprons for the Lowell Avenue and Kildare Avenue entrances and their replacement with topsoil and sod.

    - The final engineering plan shall include the proposed sanitary sewer service line, potable water service line, and, if necessary, a fire protection line.

    - The ADA ramp at the NE corner of Lowell and Touhy Avenues needs to be replaced to provide a tactile surface for pedestrians traveling in all directions.

    - The final engineering plan shall include the abandonment of the existing potable water and sanitary sewer services.

    - The final engineering plans shall include the two street light poles and one fire hydrant along Touhy Avenue that are to be protected.

    - The final engineering submittal shall include all applicable pavement and utility standard details and specifications.

    - The final engineering submittal shall include all applicable SESC standard details and specifications.

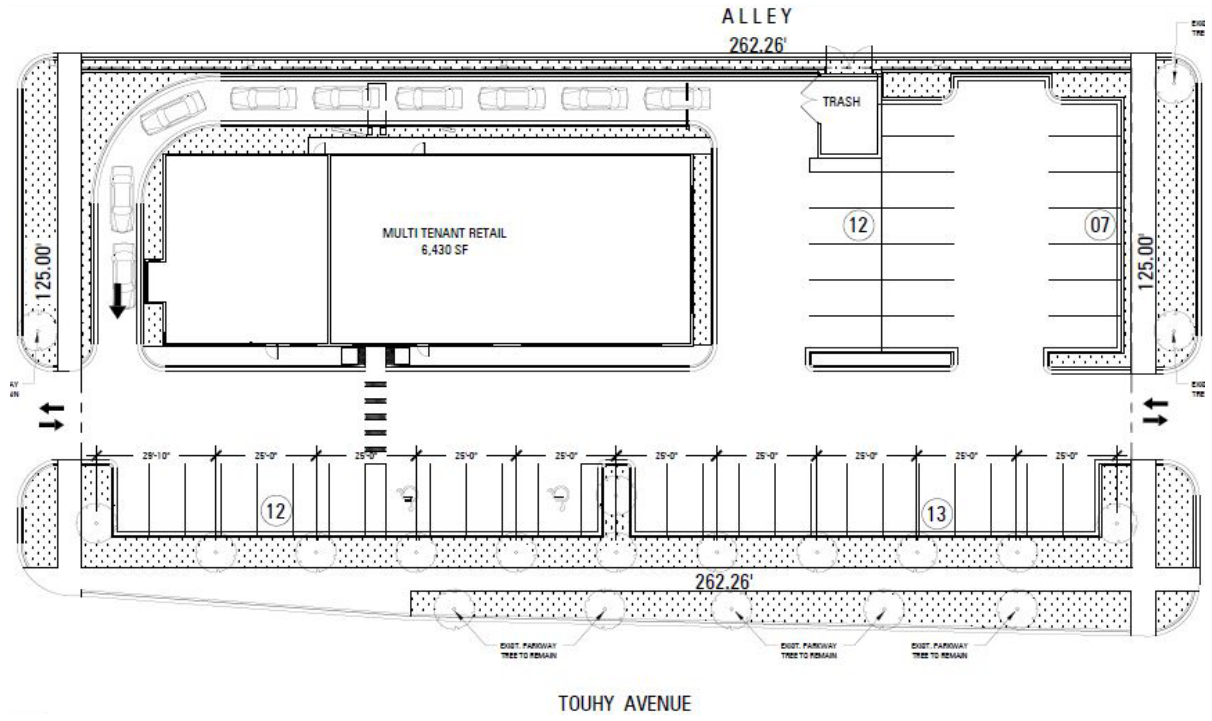
If you have questions or need additional information, please call me at (847) 745-4862 or send an e-mail to jamelio@lwd.org.

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Traffic Impact Study

Proposed Radler Plaza

Lincolnwood, Illinois



Prepared For:

Howard Kostner Corporation

Prepared By

KLOA
Kenig, Lindgren, O'Hara, Aboona, Inc.

August 30, 2016
Revised October 31, 2016

1. Introduction

This report summarizes the methodologies, results, and findings of a traffic impact study conducted by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) for the proposed Radler Plaza commercial development to be located on the north side of Touhy Avenue between Lowell Avenue and Kildare Avenue in Lincolnwood, Illinois. As proposed, the site will be developed with a 6,340 square-foot multi-tenant retail building that will include an approximately 1,968 square-foot Starbucks coffee shop with a drive-through. The proposed Starbucks will be replacing the existing Starbucks located within David's Square immediately to the west of the site at 4368 W. Touhy Avenue. Access to the development will be provided via a full movement access drive off Lowell Avenue and a full movement access drive off Kildare Avenue and 44 parking spaces will be provided.

The purpose of this study was to examine background traffic conditions, assess the impact that the proposed development will have on traffic conditions in the area, and determine if any roadway or access improvements are necessary to accommodate traffic generated by the proposed development.

Figure 1 shows the location of the site in relation to the area roadway system. **Figure 2** shows an aerial view of the site area.

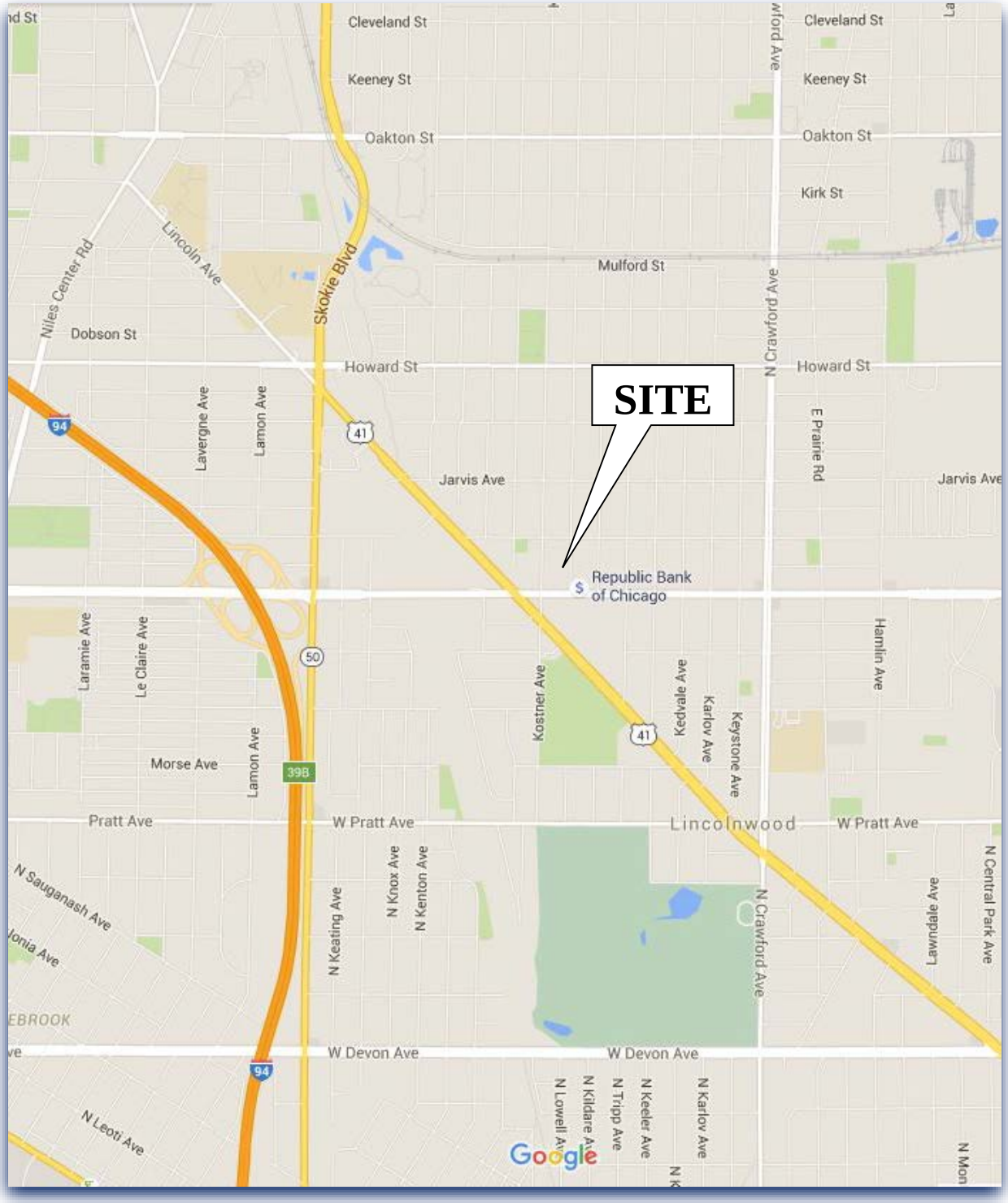
The sections of this report present the following:

- Existing roadway conditions
- A description of the proposed development
- Directional distribution of the development traffic
- Vehicle trip generation for the development
- Future traffic conditions including access to the development
- Traffic analyses for the weekday morning and weekday evening peak hours
- Recommendations with respect to adequacy of the site access system and adjacent roadway system
- Evaluation of the on-site circulation and provided parking supply

Traffic capacity analyses were conducted for the weekday morning and weekday evening peak hours for the following conditions:

1. Existing Condition - Analyzes the capacity of the existing roadway system using existing peak hour traffic volumes in the surrounding area.

2. Future Condition - The future projected traffic volumes include the existing traffic volumes increased by an ambient area growth factor (growth not attributable to any particular development) and the traffic estimated to be generated by the proposed subject development.



Site Location **Figure 1**



Aerial View of Site Location **Figure 2**

2. Existing Conditions

Existing transportation conditions in the vicinity of the site were documented based on field visits conducted by KLOA, Inc. in order to obtain a database for projecting future conditions. The following provides a description of the geographical location of the site, physical characteristics of the area roadway system including lane usage and traffic control devices, and existing peak hour traffic volumes.

Site Location

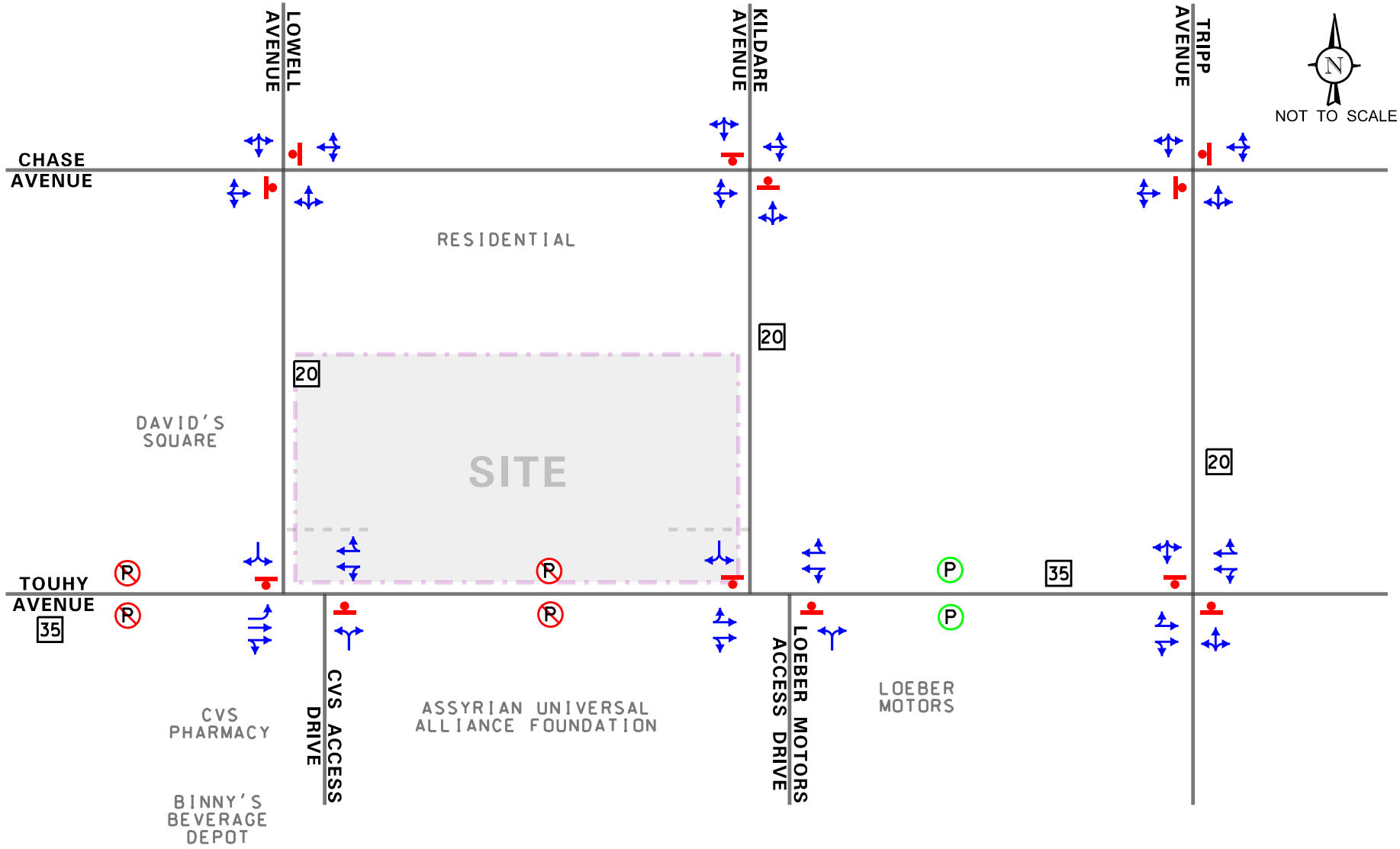
The site, which is currently occupied by a vacant bank building, is located on the north side of Touhy Avenue between Lowell Avenue and Kildare Avenue. Land uses in the vicinity of the site are primarily residential to the north and the east and commercial to the south and west. Located to the south is Loeber Motors, the Assyrian Universal Alliance Foundation, CVS Pharmacy, and Binny's Beverage Depot. Located to the west is the David's Square commercial development.

Existing Roadway System Characteristics

The characteristics of the existing roadways near the development are described below. **Figure 3** illustrates the existing roadway characteristics. All roadways are under the jurisdiction of the Village of Lincolnwood unless otherwise noted.

Touhy Avenue is an east-west arterial roadway that in the vicinity of the site provides two lanes in each direction. At its unsignalized intersection with Lowell Avenue/CVS access drive, Touhy Avenue provides an exclusive left-turn lane, a through lane, and a shared through/right-turn lane on the eastbound approach and a shared left-turn/through lane and a shared through/right-turn lane on the westbound approach. At its unsignalized intersection with Kildare Avenue/Loeber Motors access drive, Touhy Avenue provides a shared left-turn/through lane and a shared through/right-turn lane on both approaches. Parking is permitted on both sides of the roadway east of Kildare Avenue but truck and trailer parking is prohibited between 7:00 A.M. and 7:00 P.M. Pace Bus Route 290 runs along Touhy Avenue which provides daily east-west service between the Howard Street CTA station (Red, Purple, and Yellow Lines) and the Cumberland CTA Blue Line station. Touhy Avenue is under the jurisdiction of the Illinois Department of Transportation (IDOT), is classified as a Strategic Regional Arterial (SRA) route west of I-94, carries an annual average daily traffic (AADT) volume of 27,300 vehicles (IDOT AADT 2014), and has a posted speed limit of 35 miles per hour.

Lowell Avenue is a north-south local roadway that in the vicinity of the site provides one lane in each direction. At its unsignalized intersection with Touhy Avenue, Lowell Avenue provides a shared left-turn/right-turn lane under stop sign control. It should be noted that left-turns from Lowell Avenue onto Touhy Avenue are prohibited via signage. The south leg of this intersection, offset 50 feet to the east, is the access drive for CVS Pharmacy which provides a shared left-turn/right-turn lane under stop sign control. At its unsignalized intersection with Chase Avenue, Lowell Avenue provides a shared left-turn/through/right-turn lane on both approaches. Lowell Avenue has a posted speed limit of 20 miles per hour.



PROJECT:	TITLE:	
Proposed Radler Plaza Lincolnwood, Illinois	Existing Roadway Characteristics	KLOA Job No: 16-133 Figure: 3

Kildare Avenue is a north-south local roadway that in the vicinity of the site provides one lane in each direction. At its unsignalized intersection with Touhy Avenue, Kildare Avenue provides a shared left-turn/right-turn lane under stop sign control. The south leg of this intersection, offset 30 feet to the east, is the access drive for Loeber Motors which provides a shared left-turn/right-turn lane under stop sign control. At its unsignalized intersection with Chase Avenue, Kildare Avenue provides a shared left-turn/through/right-turn lane under stop sign control on both approaches. Kildare Avenue has a posted speed limit of 20 miles per hour.

Tripp Avenue is a north-south local roadway that in the vicinity of the site provides one lane in each direction. At its unsignalized intersection with Touhy Avenue, Tripp Avenue provides a shared left-turn/through/right-turn lane under stop sign control on both approaches. Tripp Avenue has a posted speed limit of 20 miles per hour.

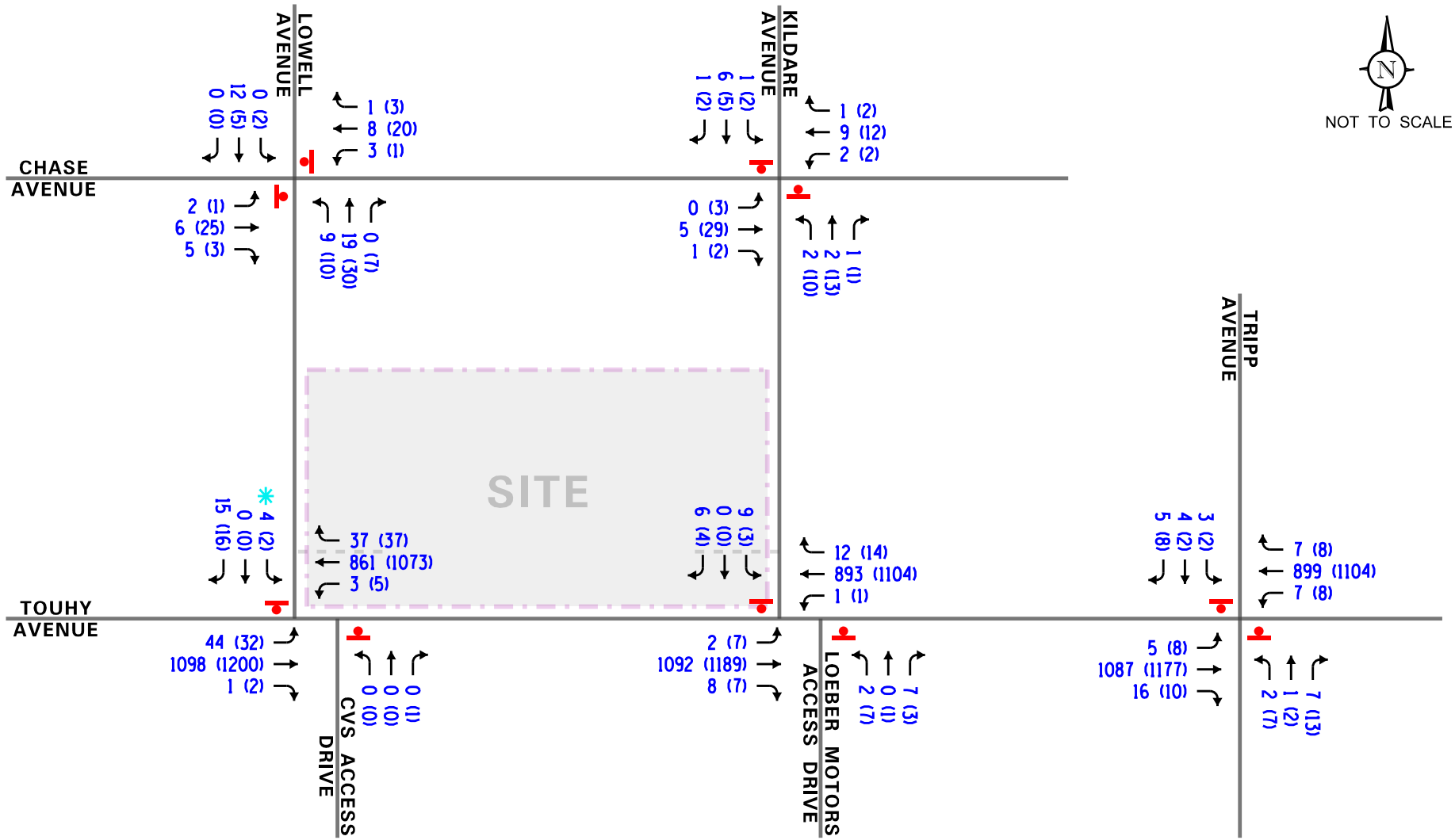
Chase Avenue is an east-west local roadway that in the vicinity of the site provides one lane in each direction. At its unsignalized intersection with Lowell Avenue, Chase Avenue provides a shared left-turn/through/right-turn lane under stop sign control on both approaches. At its unsignalized intersection with Kildare Avenue, Chase Avenue provides a shared left-turn/through/right-turn lane on both approaches. Chase Avenue has a posted speed limit of 20 miles per hour.

Existing Traffic Volumes

In order to determine current traffic conditions in the vicinity of the site, KLOA, Inc. conducted peak period traffic counts using Miovision Scout Video Collection Units during the weekday morning (7:00 A.M. to 9:00 A.M.) and weekday evening (4:00 P.M. to 6:00 P.M.) peak periods at the following intersections:

- Touhy Avenue with Lowell Avenue (Tuesday, May 24, 2016)
- Touhy Avenue with Kildare Avenue (Tuesday, May 24, 2016)
- Touhy Avenue with Tripp Avenue (Tuesday, August 9, 2016)
- Chase Avenue with Lowell Avenue (Tuesday, August 9, 2016)
- Chase Avenue with Kildare Avenue (Tuesday, August 9, 2016)

The results of the traffic counts showed that the weekday morning peak hour of traffic occurs from 7:45 A.M. to 8:45 A.M. and the evening peak hour of traffic occurs from 4:00 P.M. to 5:00 P.M. **Figure 4** illustrates the existing peak hour traffic volumes. Copies of the traffic count summary sheets are included in the Appendix.



LEGEND

00 - AM PEAK HOUR (7:45-8:45 AM)

(00) - PM PEAK HOUR (4:00-5:00 PM)

* - ILLEGAL MANEUVER

PROJECT:	TITLE:	
Proposed Radler Plaza Lincolnwood, Illinois	Existing Traffic Volumes	KLOA Job No: 16-133 Figure: 4

Crash Data Analysis

KLOA, Inc. obtained crash data for the past five years (2010 to 2014) for the intersections of Touhy Avenue with Lowell Avenue and Touhy Avenue with Kildare Avenue. The crash data for the intersections are summarized in **Tables 1** and **2**. A review of the crash data indicated that there were no fatalities reported at any of the intersections. Additionally, neither of these intersections are classified as local or statewide five percent accident locations which represents the intersections with the most pressing safety concerns.

As can be seen from Table 1, the intersection of Touhy Avenue with Lowell Avenue averages approximately two crashes per year. Of the 11 total crashes, three crashes were the result of eastbound left-turns from Touhy Avenue onto Lowell Avenue. These three crashes resulted in property damage only and none of the three crashes occurred during the weekday morning (7:00 to 9:00 AM) peak period or weekday evening (4:00 to 6:00 P.M.) peak period.

As can be seen from Table 2, the intersection of Touhy Avenue with Kildare Avenue averages approximately three accidents per year. Of the total 14 accidents, five crashes were the result of eastbound left-turns form Touhy Avenue onto Kildare Avenue or southbound left-turns from Kildare Avenue onto Touhy Avenue. These five crashes resulted in property damage only and only two of the crashes occurred during the weekday morning (7:00 to 9:00 AM) peak period or weekday evening (4:00 to 6:00 P.M.) peak period.

Gap Study Results

A gap study was conducted on Tuesday, May 24, 2016 during the weekday morning and weekday evening peak hours along Touhy Avenue at its intersections with Lowell Avenue and Kildare Avenue to determine the availability of gaps or interruptions in the Touhy Avenue traffic stream. Gaps in the westbound direction on Touhy Avenue, which allow traffic to turn left from Touhy Avenue onto Lowell Avenue or Kildare Avenue and right from Lowell Avenue or Kildare Avenue onto Touhy Avenue and gaps in both directions on Touhy Avenue, which allow traffic to turn left from Kildare Avenue or Lowell Avenue onto Touhy Avenue, were surveyed. The critical gap and follow-up gap periods required to turn to and from Lowell Avenue or Kildare Avenue were based on information provided in the *Highway Capacity Manual* (HCM) published by the Transportation Research Board (TRB). **Tables 3** and **4** summarizes the results of the gap study for the intersections of Touhy Avenue with Lowell Avenue and Touhy Avenue with Kildare Avenue, respectively. As can be seen, the results indicate that numerous gaps are available in the traffic stream to accommodate turning movements.

Table 1
TOUHY AVENUE WITH LOWELL AVENUE CRASH SUMMARY

	Type of Crash Frequency						
Year	Angle	Object	Rear End	Sideswipe	Turning	Other	Total
2010	0	0	0	0	1	0	1
2011	0	0	0	0	1	0	1
2012	1	0	1	0	2	1	5
2013	0	0	1	0	1	1	3
2014	0	0	1	0	0	0	1
Total	**1**	**0**	**3**	**0**	**5**	**2**	**11**
Average/Year	**< 1**	**0**	**< 1**	**0**	**1**	**< 1**	**2.2**

Table 2
TOUHY AVENUE WITH KILDARE AVENUE CRASH SUMMARY

	Type of Crash Frequency						
Year	Angle	Object	Rear End	Sideswipe	Turning	Other	Total
2010	0	0	2	0	0	0	2
2011	0	0	0	0	0	1	1
2012	0	0	2	0	1	1	4
2013	0	0	1	1	1	0	3
2014	0	0	2	0	2	0	4
Total	**0**	**0**	**7**	**1**	**4**	**2**	**14**
Average/Year	**0**	**0**	**1.4**	**< 1**	**< 1**	**< 1**	**2.8**

DISCLAIMER: The motor vehicle crash data referenced herein was provided by the Illinois Department of Transportation. The author is responsible for any data analyses and conclusions drawn.

Table 3
GAP STUDY RESULTS – TOUHY AVENUE AT LOWELL AVENUE

Time Periods	Number of Potential Movements Based on Gaps Available	
	Eastbound Left-Turns	Southbound Right-Turns
Weekday Morning 7:45 - 8:45 A.M.	739	319
Weekday Evening 4:00 – 5:00 P.M.	692	240

Table 4
GAP STUDY RESULTS – TOUHY AVENUE AT KILDARE AVENUE

Time Periods	Number of Potential Movements Based on Gaps Available		
	Eastbound Left-Turns	Southbound Right-Turns	Southbound Left-Turns
Weekday Morning 7:45 - 8:45 A.M.	709	365	166
Weekday Evening 4:00 – 5:00 P.M.	665	287	125

3. Traffic Characteristics of the Proposed Radler Plaza

In order to properly evaluate future traffic conditions in the surrounding area, it was necessary to determine the traffic characteristics of the proposed development, including the directional distribution and volumes of traffic that it will generate.

Proposed Development Plan

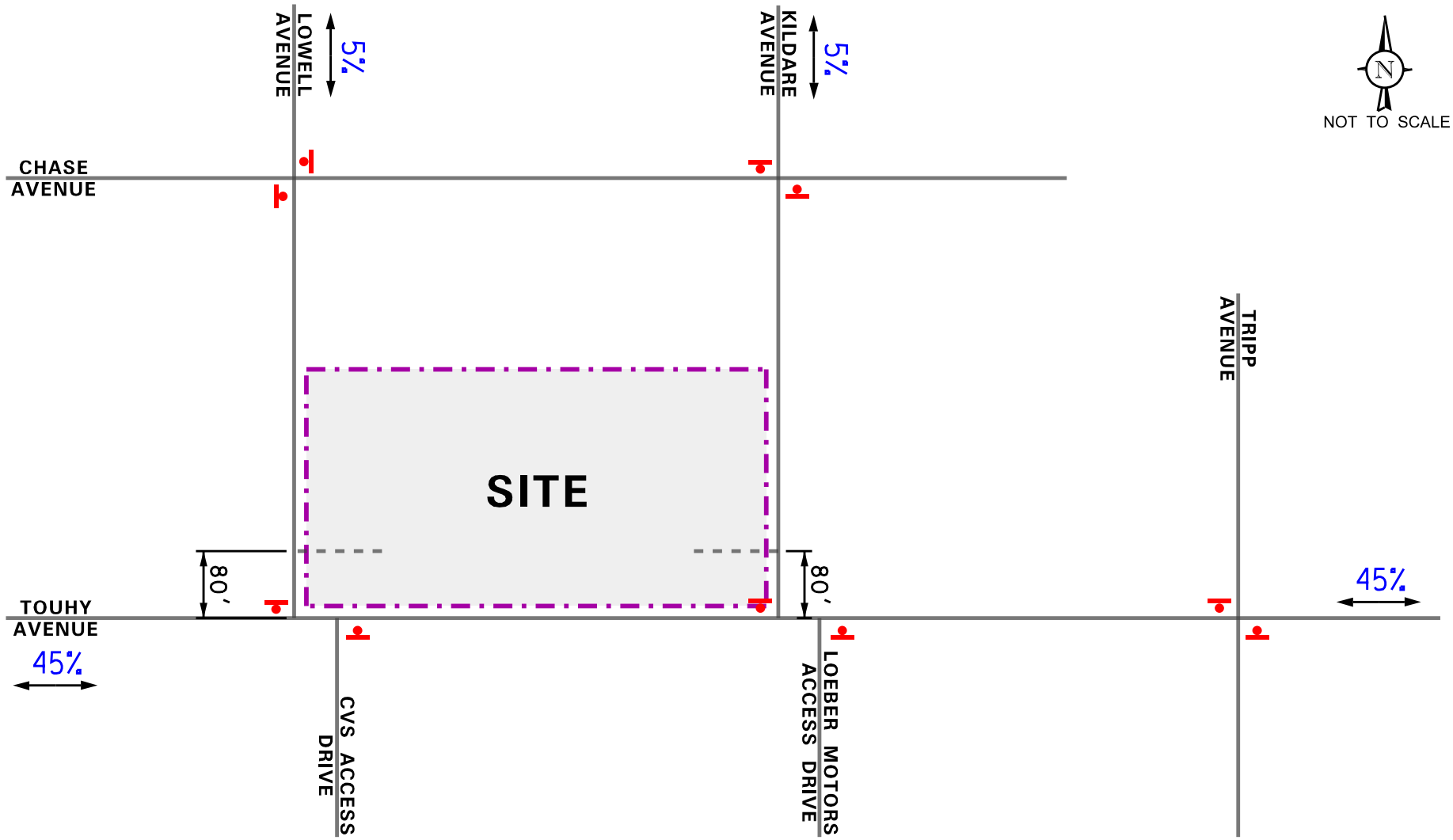
As proposed, the plans call for developing the site with a commercial building that will contain a 1,968 square-foot Starbucks coffee shop with a drive-through and 4,462 square feet of retail space. Access to the proposed development will be provided via a full movement access drive off Lowell Avenue and a full movement access drive off Kildare Avenue. Both access drives will be located approximately 80 feet north of Touhy Avenue and will provide one inbound lane and one outbound lane with outbound movements under stop sign control. It should be noted that the proposed access drives will be in the approximate locations of the existing curb cuts along Lowell Avenue and Kildare Avenue and the proposed development plan will eliminate two curb cuts that served the drive-through lanes of the previous bank on site. A total of 44 parking spaces will be provided. A copy of the preliminary site plan depicting the proposed development and access is included in the Appendix.

Directional Distribution

The directional distribution of future site-generated trips on the roadway system is a function of several variables, including the operational characteristics of the roadway system and the ease with which drivers can travel over various sections of the roadway system without encountering congestion. The directions from which patrons of the commercial buildings will approach and depart the site were estimated based on existing travel patterns, as determined from the traffic counts. **Figure 5** illustrates the directional distribution of the development-generated traffic.

Estimated Site Traffic Generation

The volume of traffic generated by a development is based on the type of land uses and the size of the development. The number of peak hour vehicle trips estimated to be generated by the proposed development of a 1,968 square-foot Starbucks coffee shop with a drive-through and 4,462 square feet of retail is based on vehicle trip generation rates contained in *Trip Generation Manual*, 9th Edition, published by the Institute of Transportation Engineers (ITE). It should be noted that surveys conducted by ITE have shown that a considerable number of trips made to coffee shops are diverted from the existing traffic on the area roadways. This is particularly true during the weekday morning and evening peak hours when traffic is diverted from the home-to-work and work-to-home trips. Such diverted trips are referred to as pass-by traffic. These surveys indicate that on average of 89 percent of the peak hour trips generated by a coffee shop are diverted from existing traffic on the adjacent roads. However, in order to provide a conservative (worst-case) analysis, a pass-by reduction of only 70 percent was applied to the site-generated traffic volumes. **Table 5** shows the site-generated traffic volumes for the proposed development.



LEGEND

00% - PERCENT DISTRIBUTION

00' - DISTANCE IN FEET

PROJECT:	TITLE:	
Proposed Radler Plaza Lincolnwood, Illinois	Estimated Directional Distribution	KLOA Job No: 16-133 Figure: 5

Table 5
ESTIMATED SITE-GENERATED TRAFFIC VOLUMES

ITE Land Use Code	Type/Size	Weekday Morning Peak Hour			Weekday Evening Peak Hour			Daily Two-Way Trips
		In	Out	Total	In	Out	Total	
937	Starbucks Coffee Shop (1,968 s.f.)	101	97	198	42	42	84	1610
	70% Pass-By Reduction	*-69*	*-69*	*-138*	*-29*	*-29*	*-58*	*-1127*
826	Retail (4,462 s.f.)	5	5	10	5	7	12	198
	Total New Trips	**37**	**33**	**70**	**18**	**20**	**38**	**681**

4. Projected Traffic Conditions

The total projected traffic volumes include the existing traffic volumes, increase in background traffic due to ambient growth, and the traffic estimated to be generated by the proposed subject development.

Development Traffic Assignment

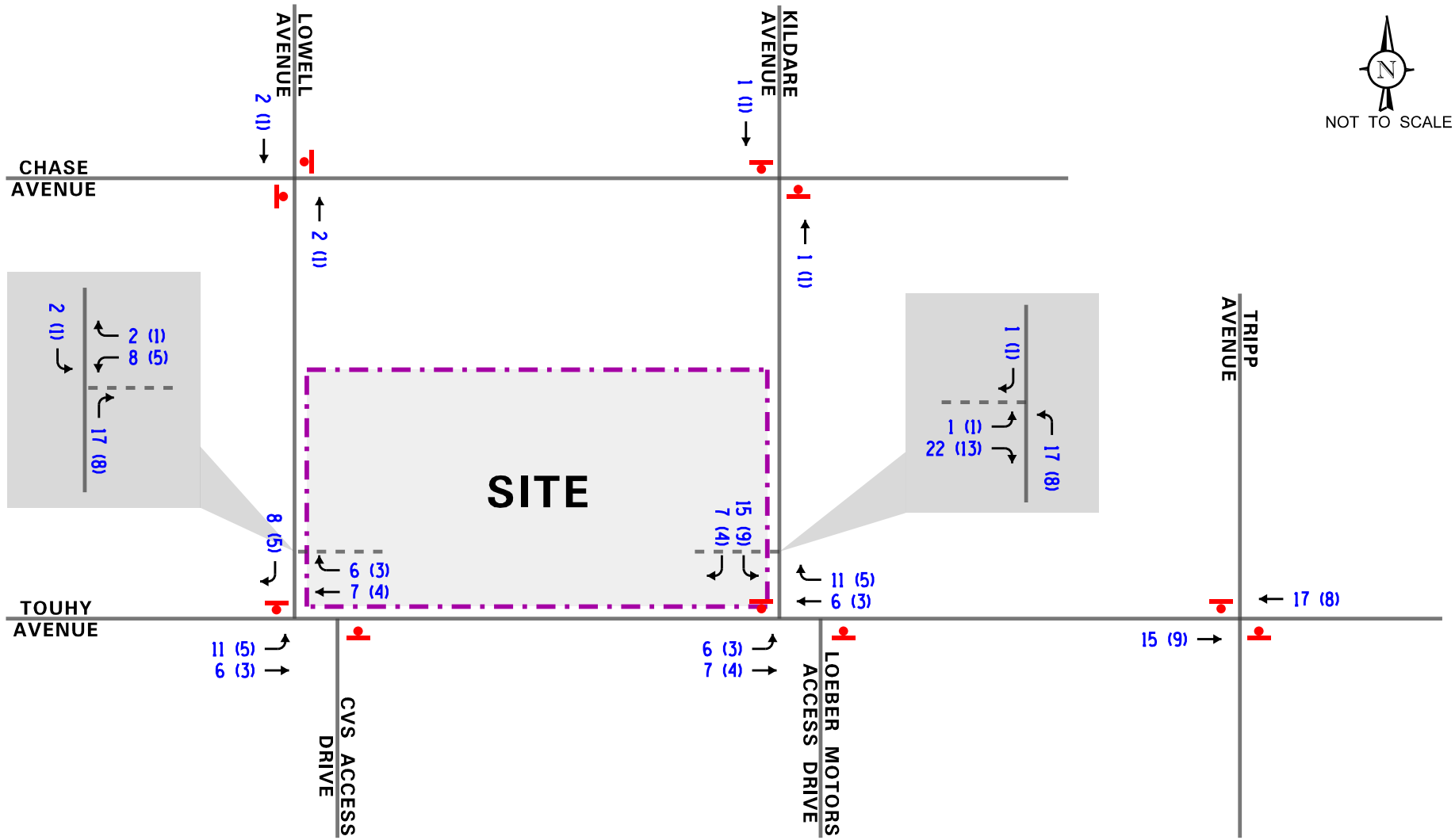
The estimated weekday morning and evening peak hour traffic volumes that will be generated by the proposed development were assigned to the roadway system in accordance with the previously described directional distribution (Figure 5). The total new traffic assignment for the commercial development is illustrated in **Figure 6**. The total pass-by traffic assignment for the commercial development is illustrated in **Figure 7**.

Background Traffic Conditions

The existing traffic volumes (Figure 4) were increased by a regional growth factor to account for the increase in existing traffic related to regional growth in the area (i.e., not attributable to any particular planned development). Based on ADT projections provided by the Chicago Metropolitan Agency for Planning (CMAP) in a letter dated July 14, 2016, an increase of approximately one-quarter of a percent per year for six years (buildout year plus five years) was applied to project Year 2022 conditions. A copy of the CMAP 2040 projections letter is included in the Appendix.

Total Projected Traffic Volumes

The development-generated traffic was added to the existing traffic volumes accounting for background growth to determine the Year 2022 total projected traffic volumes, shown in **Figure 8**.

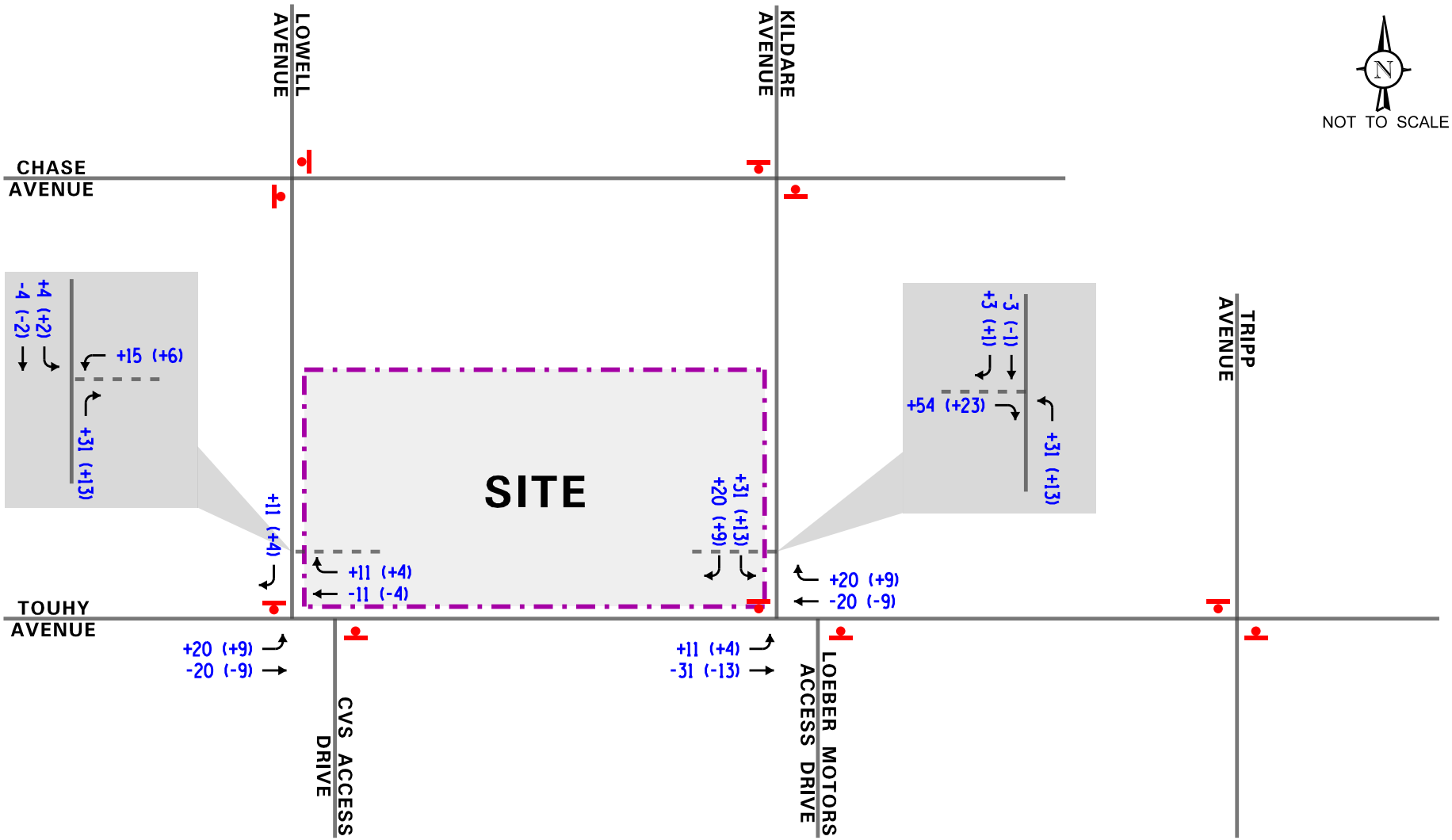


LEGEND

00 - AM PEAK HOUR (7:45-8:45 AM)

(00) - PM PEAK HOUR (4:00-5:00 PM)

PROJECT:	TITLE:	
Proposed Radler Plaza Lincolnwood, Illinois	New Site Traffic Assignment	KLOA Job No: 16-133 Figure: 6

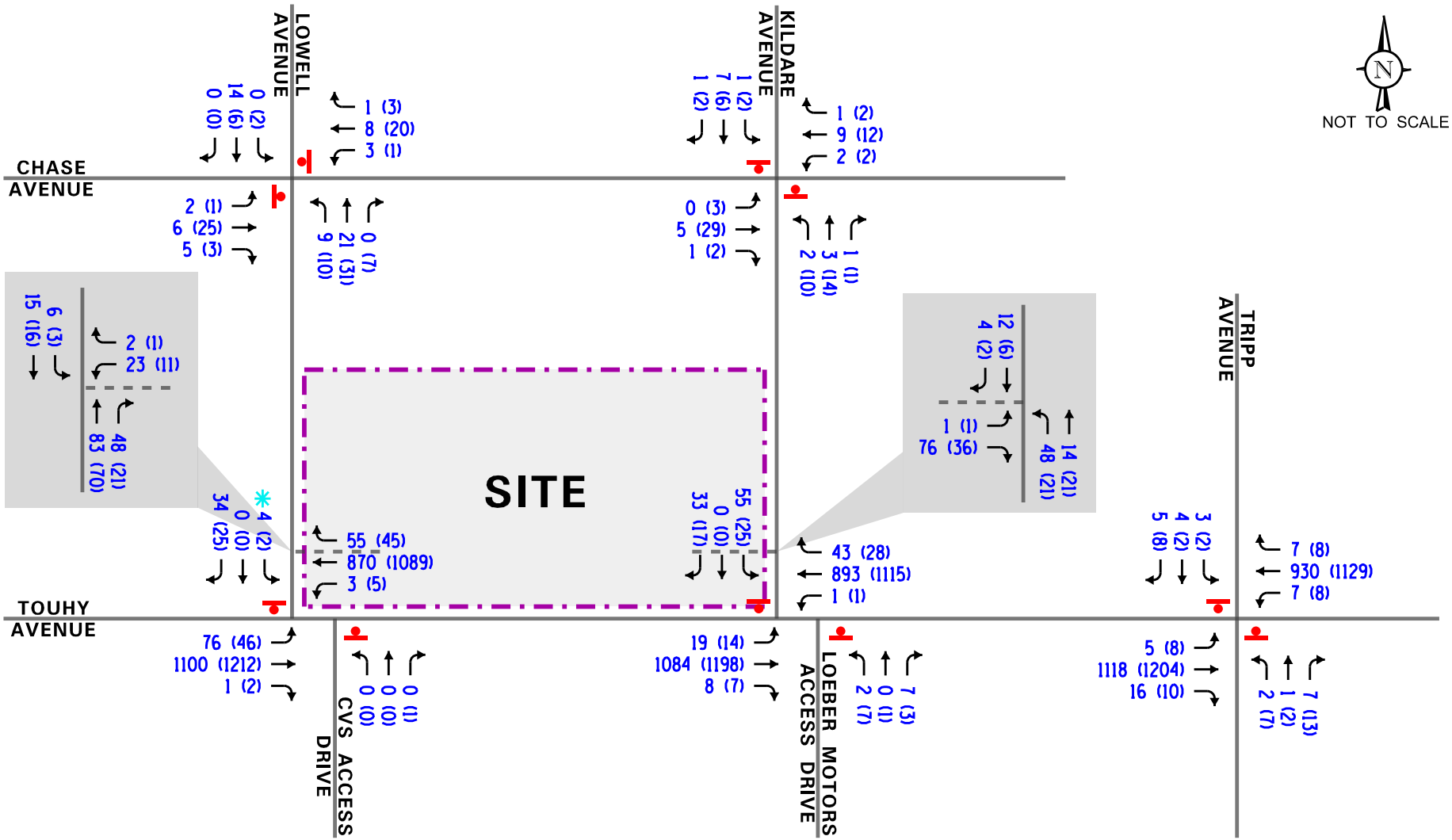


LEGEND

00 - AM PEAK HOUR (7:45-8:45 AM)

(00) - PM PEAK HOUR (4:00-5:00 PM)

PROJECT:	TITLE:	
Proposed Radler Plaza Lincolnwood, Illinois	Pass-By Site Traffic Assignment	KLOA Job No: 16-133 Figure: 7



LEGEND

00 - AM PEAK HOUR (7:45-8:45 AM)

(00) - PM PEAK HOUR (4:00-5:00 PM)

* - ILLEGAL MANEUVER

PROJECT:	TITLE:	
Proposed Radler Plaza Lincolnwood, Illinois	Total Projected Traffic Volumes	KLOA Job No: 16-133 Figure: 8

5. Traffic Analysis and Recommendations

The following provides an evaluation conducted for the weekday morning and weekday evening peak hours. The analysis includes conducting capacity analyses to determine how well the roadway system and access drives are projected to operate and whether any roadway improvements or modification are required.

Traffic Analyses

Roadway and adjacent or nearby intersection analyses were performed for the weekday morning and weekday evening peak hours for the existing (Year 2016) and future projected (Year 2022) traffic volumes.

The traffic analyses were performed using the methodologies outlined in the Transportation Research Board's *Highway Capacity Manual (HCM), 2010* and analyzed using the HCS 2010 computer software.

The ability of an intersection to accommodate traffic flow is expressed in terms of level of service, which is assigned a letter from A to F based on the average control delay experienced by vehicles passing through the intersection. The *Highway Capacity Manual* definitions for levels of service and the corresponding control delay for signalized intersections and unsignalized intersections are included in the Appendix of this report.

Summaries of the traffic analysis results showing the level of service and overall intersection delay (measured in seconds) for the existing and Year 2022 total projected conditions are presented in **Tables 6** and **7,** respectively. A discussion of the intersections follows. Summary sheets for the capacity analyses are included in the Appendix.

Table 6
CAPACITY ANALYSIS RESULTS – EXISTING CONDITIONS

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Touhy Avenue with Lowell Avenue/CVS Access Drive				
• Southbound Approach	C	18.9	C	21.7
• Northbound Approach	A	5.0	B	13.4
• Eastbound Left Turns	B	10.3	B	11.2
• Westbound Left Turns	B	10.9	B	11.5
Touhy Avenue with Kildare Avenue/Loeber Motors Access Drive				
• Southbound Approach	E	39.1	E	48.5
• Northbound Approach	C	23.7	F	96.7
• Eastbound Left Turns	A	9.9	B	11.2
• Westbound Left Turns	B	10.9	B	11.6
Touhy Avenue with Tripp Avenue				
• Southbound Approach	E	48.1	E	49.2
• Northbound Approach	D	30.4	F	60.8
• Eastbound Left Turns	A	9.9	B	11.0
• Westbound Left Turns	B	10.9	B	11.4
Chase Avenue with Lowell Avenue				
• Southbound Left Turns	A	7.2	A	7.3
• Northbound Left Turns	A	7.2	A	7.2
• Eastbound Approach	A	9.0	A	9.5
• Westbound Approach	A	9.2	A	9.5
Chase Avenue with Kildare Avenue				
• Southbound Approach	A	9.0	A	9.1
• Northbound Approach	A	8.8	A	9.4
• Eastbound Left Turns	A	7.2	A	7.2
• Westbound Left Turns	A	7.2	A	7.3

LOS = Level of Service
Delay is measured in seconds.

Table 7
CAPACITY ANALYSIS RESULTS – YEAR 2022 TOTAL PROJCETED CONDITIONS

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Touhy Avenue with Lowell Avenue/CVS Access Drive				
• Southbound Approach	C	17.1	C	20.4
• Northbound Approach	A	5.0	B	13.4
• Eastbound Left Turns	B	10.7	B	11.5
• Westbound Left Turns	B	10.9	B	11.5
Touhy Avenue with Kildare Avenue/Loeber Motors Access Drive				
• Southbound Approach	F	99+	F	99+
• Northbound Approach	D	26.0	F	99+
• Eastbound Left Turns	B	10.2	B	11.4
• Westbound Left Turns	B	10.9	B	11.7
Touhy Avenue with Tripp Avenue				
• Southbound Approach	F	52.7	F	53.2
• Northbound Approach	D	32.6	F	66.7
• Eastbound Left Turns	B	10.0	B	11.1
• Westbound Left Turns	B	11.0	B	11.6
Chase Avenue with Lowell Avenue				
• Southbound Left Turns	A	7.2	A	7.3
• Northbound Left Turns	A	7.2	A	7.2
• Eastbound Approach	A	9.0	A	9.5
• Westbound Approach	A	9.3	A	9.5
Chase Avenue with Kildare Avenue				
• Southbound Approach	A	9.0	A	9.2
• Northbound Approach	A	8.9	A	9.4
• Eastbound Left Turns	A	7.2	A	7.2
• Westbound Left Turns	A	7.2	A	7.3
Lowell Avenue with Access Drive				
• Westbound Approach	A	9.3	A	9.1
• Southbound Left Turns	A	7.5	A	7.4
Kildare Avenue with Access Drive				
• Eastbound Approach	A	8.7	A	8.5
• Northbound Left Turns	A	7.3	A	7.2

LOS = Level of Service
Delay is measured in seconds.

Discussion and Recommendations

The following summarizes how the intersections are projected to operate and identifies any roadway and traffic control improvements necessary to accommodate the development traffic.

Touhy Avenue with Lowell Avenue/CVS Pharmacy Access Drive

The results of the capacity analysis indicate that the southbound approach currently operates at Level of Service (LOS) C during both peak hours and the northbound approach operates at LOS A during the weekday morning peak hour and LOS B during the weekday evening peak hour. Under Year 2022 total projected traffic conditions, the southbound approach is projected to continue to operate at LOS C during both peak hours and the northbound approach is projected to maintain the existing LOS during both peak hours. The 95th percentile queues for the southbound approach are projected to be one to two vehicles during each peak hour which will not block the proposed access driveway off Lowell Avenue. As such, the proposed development will have a limited impact on the operations of this intersection and no roadway or traffic control improvements will be required.

Touhy Avenue with Kildare Avenue/Loeber Motors Access Drive

The results of the capacity analysis indicate that the southbound approach currently operates at LOS E during both peak hours and the northbound approach currently operates at LOS C during the weekday morning peak hour and LOS F during the weekday evening peak hour. Under Year 2022 total projected traffic conditions, the southbound approach is projected to operate at LOS F during both peak hours and the northbound approach is projected to operate at LOS D during the weekday morning peak hour and will continue to operate at LOS F during the weekday evening peak hour. The 95th percentile queues for the southbound approach are projected to be three to five vehicles. However, this LOS is expected for a local roadway such as Kildare Avenue that has an unsignalized intersection with an arterial roadway such as Touhy Avenue. Furthermore, the results of the capacity analyses do not take into consideration the proximity of the signalized intersection of Touhy Avenue with Kostner Avenue located approximately 650 feet to the west which creates gaps in the Touhy Avenue traffic stream, allowing vehicles to turn onto Touhy Avenue more efficiently. Additionally, as shown in a later section of the report, a sufficient number of gaps exists in the Touhy Avenue traffic stream to accommodate the southbound left and right-turns from Kildare Avenue onto Touhy Avenue. In order to ensure northbound left-turning vehicles are able to turn from Kildare Avenue onto the proposed access drive, "Do Not Block Intersection" signs should be placed facing north to minimize the potential of southbound Kildare Avenue vehicles from blocking the proposed access drive.

Touhy Avenue with Tripp Avenue

The results of the capacity analysis indicate that the southbound approach currently operates at LOS E during both peak hours and the northbound approach currently operates at LOS D during the weekday morning peak hour and LOS F during the weekday evening peak hour. Under Year 2022 total projected traffic conditions, the southbound approach is projected to operate at LOS F during both peak hours and the northbound approach is projected to operate at LOS D during the weekday morning peak hour and will continue to operate at LOS F during the weekday evening peak hour. The 95th percentile queues for the southbound approach are projected to be one to two vehicles. It should be noted that the increase in delays to the Tripp Avenue approaches are primarily due to the increase in through traffic on Touhy Avenue since no site traffic is projected to use Tripp Avenue to access the site. However, this LOS is expected for a local roadway such as Tripp Avenue that has an unsignalized intersection with an arterial roadway such as Touhy Avenue. Furthermore, the results of the capacity analyses do not take into consideration the proximity of the signalized intersection of Touhy Avenue with Kostner Avenue located approximately 650 feet to the west which creates gaps in the Touhy Avenue traffic stream, allowing vehicles to turn onto Touhy Avenue more efficiently. Additionally, as shown in a later section of the report, a sufficient number of gaps exists in the Touhy Avenue traffic stream to accommodate the southbound and northbound left and right-turns from Tripp Avenue onto Touhy Avenue.

Chase Avenue with Lowell Avenue

The results of the capacity analysis indicate that the southbound and northbound approaches currently operate at LOS A during both peak hours. Under Year 2022 total projected traffic conditions, the southbound and northbound approaches are projected to continue to operate at LOS A during both peak hours.

Chase Avenue with Kildare Avenue

The results of the capacity analysis indicate that the southbound and northbound approaches currently operate at LOS A during both peak hours. Under Year 2022 total projected traffic conditions, the southbound and northbound approaches are projected to continue to operate at LOS A during both peak hours.

Lowell Avenue with Proposed Access Drive

The results of the capacity analysis indicate that this access drive is projected to operate at LOS A during both peak hours. However, these analyses do not take into consideration the proximity of the access drive to the intersection of Lowell Avenue with Touhy Avenue. In order to ensure efficient operation, vehicles exiting the drive-through that wish to turn left onto Touhy Avenue should be directed to the Kildare Avenue access drive as left-turns from Lowell Avenue onto Touhy Avenue are prohibited. As such, outbound vehicles will queue within the east-west drive aisle and will not block the exit of the drive-through. Internal queueing will have a minimal impact on the operation of the site, as the drive-through operation's peak demand will occur in the morning when the other uses within the proposed retail space are either closed or generating a limited number of trips.

Kildare Avenue with Proposed Access Drive

The results of the capacity analysis indicate that this access drive is projected to operate at LOS A during both peak hours with 95th percentile queues of one to two vehicles. Furthermore, northbound left turns onto the access drive are projected to operate at LOS A during both peak hours. As previously indicated, "Do Not Block Intersection" signs should be placed facing north at the access drive to allow inbound vehicles to access the proposed development. As such, the proposed access drive will be adequate in accommodating the traffic projected to be generated by the proposed development and will ensure efficient and flexible access is provided.

Gap Study Evaluation

Tables 8 and **9** shows the number of available gaps compared to the number of required gaps that are needed to accommodate the projected traffic turning between Touhy Avenue and Lowell Avenue or Kildare Avenue. As shown in Tables 8 and 9, there are more than sufficient gaps in traffic to accommodate the eastbound left turns from Touhy Avenue onto Lowell Avenue or Kildare venue, southbound right turns onto Touhy Avenue, and the southbound left turns from Kildare Avenue onto Touhy Avenue during both the weekday morning and weekday evening peak hours of adjacent roadway traffic. This indicated that the intersections of Touhy Avenue with Lowell Avenue and Touhy Avenue with Kildare Avenue will operate adequately.

Table 8
REQUIRED GAPS AT INTERSECTION OF TOUHY AVENUE WITH LOWELL AVENUE

	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
Maneuver	Available Gaps	Required Gaps	Available Gaps	Required Gaps
Eastbound Left Turns	739	31	692	12
Southbound Right Turns	319	19	240	9

Table 9
REQUIRED GAPS AT INTERSECTION OF TOUHY AVENUE WITH KILDARE AVENUE

	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
Maneuver	Available Gaps	Required Gaps	Available Gaps	Required Gaps
Eastbound Left Turns	709	17	665	7
Southbound Right Turns	365	27	287	13
Southbound Left Turns	166	43	125	22

Parking Evaluation

As proposed, the development will provide 44 parking spaces. Based on Village of Lincolnwood Zoning Code, parking is to be provided at 10 spaces per 1,000 square feet of restaurant space and 3.3 spaces per 1,000 square feet of retail space, for a total of 34 spaces. This results in a surplus of 10 parking spaces. Additionally, based on the parking generation rates published in the ITE *Parking Generation Manual,* 4th Edition, the proposed 1,968 square-foot Starbucks will have an average peak parking demand of 20 spaces (a ratio of 10.4 spaces per 1,000 square feet) and the proposed retail spaces will have an average peak parking demand of 16 spaces (a ratio of 3.76 spaces per 1,000 square feet). This equates to a total of 36 parking spaces. As such, the proposed parking supply of 44 parking spaces will be adequate in accommodating the projected parking demand of the proposed commercial development.

On-Site Circulation and Design

As proposed, the pick-up window will be located on the west side of the building with the order board located on the north side of the building. Motorists will enter the drive-through lane from the northeast side of the building and travel around the north and west sides of the building. The drive-through lane should be under stop sign control at its intersection with the east-west drive aisle. Based on Village of Lincolnwood Zoning Code, the proposed drive-through should provide stacking for four vehicles at each bay window and ordering station. The drive-through lane will provide stacking for nine vehicles (five vehicles from the order board and four vehicles from the pick-up window), meeting Village code.

Studies conducted by KLOA, Inc. at other coffee/donut stores have shown that the average queue observed from the order board was four vehicles occurring during the morning peak period. As such, the proposed design with stacking for five vehicles from the order board will be adequate to accommodate the peak demand of the drive-through operation.

Based on a review of the plan, the provision of a donut/coffee shop with a drive-through lane can be accommodated from a traffic standpoint without undue congestion for the following reasons:

- Donut/coffee stores draw the majority of their traffic during the peak period (as much as 89 percent) from the existing traffic on the adjacent roadway system and, as such, add minimal new traffic to the roadway system during the critical peak periods.

- The drive-through operation's peak demand will occur in the morning when the other uses within the proposed retail space are either closed or generating a limited number of trips. This variation in traffic usage allows for good synergy between the coffee/donut shop and the rest of the development. As a result, and in the unlikely event that stacking demand exceeds the proposed drive-through lane, adequate room exists within the parking lot to accommodate the vehicles without negatively impacting on-site circulation.

In order to provide efficient and orderly internal traffic flow, the following is recommended:

- Wayfinding signs directing traffic to the drive-through lane should be provided at the access drives on Lowell Avenue and Kildare Avenue and at the entrance of the drive-through lane.

- "Do Not Enter" signs facing south should be posted at the exit throat of the drive-through lane.

- Signs should be provided at the drive through lane exit directing eastbound Touhy Avenue traffic to Kildare Avenue.

- Exiting movements from the drive-through lane should be under stop sign control.

- Clear lines of sight to the east for vehicles exiting the drive-through lane should be maintained.

6. Conclusion

Based on the preceding analyses and recommendations, the following conclusions have been made:

- The development is well located with respect to the area roadway system.
- The development-generated traffic will not have a significant impact on area roadways.
- Providing access of f Lowell A venue a nd Kildare A venue will be ad equate i n accommodating t he d evelopment-generated t raffic an d w ill ensure t hat efficient and flexible access is provided.
- Adequate gaps exist in the Touhy Avenue traffic stream to accommodate the projected left and/or right turning movements from Kildare Avenue and Lowell Avenue.
- The pr oposed de velopment w ill pr ovide a s ufficient num ber of pa rking s paces t o accommodate the projected parking demand.
- The drive-through lane will provide stacking for nine vehicles, which will be adequate in accommodating the projected the peak demand of the drive-through operation.

Appendix

Traffic Count Summary Sheets
IDOT Crash Data
Site Plan
CMAP 2040 Projections Letter
Level of Service Criteria
Capacity Analysis Summary Sheets

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Traffic Count Summary Sheets

Return to VB Agenda

Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Touhy Avenue with Lowell Avenue
Site Code:
Start Date: 05/24/2016

Turning Movement Data

Start Time	Touhy Avenue Eastbound						Touhy Avenue Westbound						Access Drive Northbound						Lowell Avenue Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:00 AM	0	4	234	0	0	238	0	0	215	4	0	219	0	0	0	0	1	0	0	0	0	3	0	3	460
7:15 AM	0	10	220	0	0	230	0	0	230	9	0	239	0	0	0	0	0	0	0	1	0	4	1	5	474
7:30 AM	0	8	261	1	0	270	0	0	202	10	0	212	0	0	0	0	1	0	0	0	0	6	0	6	488
7:45 AM	0	10	302	0	0	312	0	1	206	9	0	216	0	0	0	0	0	0	0	0	0	6	0	6	534
Hourly Total	0	32	1017	1	0	1050	0	1	853	32	0	886	0	0	0	0	2	0	0	1	0	19	1	20	1956
8:00 AM	0	15	242	0	0	257	0	1	201	13	0	215	0	0	0	0	0	0	0	3	0	1	0	4	476
8:15 AM	0	11	276	0	0	287	0	1	224	7	4	232	0	0	0	0	0	0	0	0	0	4	2	4	523
8:30 AM	0	8	278	1	0	287	0	0	220	8	4	228	0	0	0	0	2	0	0	1	0	4	2	5	520
8:45 AM	0	13	267	0	0	280	0	0	220	10	0	230	0	0	0	0	0	0	0	0	0	6	0	6	516
Hourly Total	0	47	1063	1	0	1111	0	2	865	38	8	905	0	0	0	0	2	0	0	4	0	15	4	19	2035
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	6	303	0	0	309	1	1	264	7	1	273	0	0	0	0	1	0	0	0	0	4	1	4	586
4:15 PM	0	11	284	1	0	296	0	1	259	12	0	272	0	0	0	0	2	0	0	1	0	2	0	3	571
4:30 PM	0	7	268	1	0	276	0	3	257	8	0	268	0	0	0	1	2	1	0	0	0	8	0	8	553
4:45 PM	0	8	262	0	0	270	0	0	252	10	0	262	0	0	0	0	1	0	0	1	0	2	0	3	535
Hourly Total	0	32	1117	2	0	1151	1	5	1032	37	1	1075	0	0	0	1	6	1	0	2	0	16	1	18	2245
5:00 PM	0	5	256	0	0	261	0	0	269	5	0	274	0	0	0	0	1	0	0	0	0	6	1	6	541
5:15 PM	0	14	270	1	0	285	0	0	244	6	1	250	0	0	0	1	2	1	0	1	0	1	2	2	538
5:30 PM	0	8	207	2	0	217	0	1	174	7	0	182	0	0	0	0	0	0	0	0	0	4	0	4	403
5:45 PM	0	9	246	1	0	256	1	1	164	5	0	171	0	0	0	0	1	0	0	0	0	5	0	5	432
Hourly Total	0	36	979	4	0	1019	1	2	851	23	1	877	0	0	0	1	4	1	0	1	0	16	3	17	1914
Grand Total	0	147	4176	8	0	4331	2	10	3601	130	10	3743	0	0	0	2	14	2	0	8	0	66	9	74	8150
Approach %	0.0	3.4	96.4	0.2	-	-	0.1	0.3	96.2	3.5	-	-	0.0	0.0	0.0	100.0	-	-	0.0	10.8	0.0	89.2	-	-	-
Total %	0.0	1.8	51.2	0.1	-	53.1	0.0	0.1	44.2	1.6	-	45.9	0.0	0.0	0.0	0.0	-	0.0	0.0	0.1	0.0	0.8	-	0.9	-
Lights	0	146	3964	8	-	4118	2	10	3435	129	-	3576	0	0	0	2	-	2	0	8	0	66	-	74	7770
% Lights	-	99.3	94.9	100.0	-	95.1	100.0	100.0	95.4	99.2	-	95.5	-	-	-	100.0	-	100.0	-	100.0	-	100.0	-	100.0	95.3
Buses	0	0	67	0	-	67	0	0	46	0	-	46	0	0	0	0	-	0	0	0	0	0	-	0	113
% Buses	-	0.0	1.6	0.0	-	1.5	0.0	0.0	1.3	0.0	-	1.2	-	-	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	1.4
Single-Unit Trucks	0	1	95	0	-	96	0	0	86	1	-	87	0	0	0	0	-	0	0	0	0	0	-	0	183
% Single-Unit Trucks	-	0.7	2.3	0.0	-	2.2	0.0	0.0	2.4	0.8	-	2.3	-	-	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	2.2
Articulated Trucks	0	0	46	0	-	46	0	0	33	0	-	33	0	0	0	0	-	0	0	0	0	0	-	0	79
% Articulated Trucks	-	0.0	1.1	0.0	-	1.1	0.0	0.0	0.9	0.0	-	0.9	-	-	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	1.0
Bicycles on Road	0	0	4	0	-	4	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	5
% Bicycles on Road	-	0.0	0.1	0.0	-	0.1	0.0	0.0	0.0	0.0	-	0.0	-	-	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.1
Pedestrians	-	-	-	-	0	-	-	-	-	-	10	-	-	-	-	-	14	-	-	-	-	-	9	-	-

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Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Touhy Avenue with Lowell Avenue
Site Code:
Start Date: 05/24/2016

Turning Movement Peak Hour Data (7:45 AM)

Start Time	Touhy Avenue Eastbound						Touhy Avenue Westbound						Access Drive Northbound						Lowell Avenue Southbound						
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
7:45 AM	0	10	302	0	0	312	0	1	206	9	0	216	0	0	0	0	0	0	0	0	0	6	0	6	534
8:00 AM	0	15	242	0	0	257	0	1	201	13	0	215	0	0	0	0	0	0	0	3	0	1	0	4	476
8:15 AM	0	11	276	0	0	287	0	1	224	7	4	232	0	0	0	0	0	0	0	0	0	4	2	4	523
8:30 AM	0	8	278	1	0	287	0	0	220	8	4	228	0	0	0	0	2	0	0	1	0	4	2	5	520
Total	0	44	1098	1	0	1143	0	3	851	37	8	891	0	0	0	0	2	0	0	4	0	15	4	19	2053
Approach %	0.0	3.8	96.1	0.1	-	-	0.0	0.3	95.5	4.2	-	-	NaN	NaN	NaN	NaN	-	-	0.0	21.1	0.0	78.9	-	-	-
Total %	0.0	2.1	53.5	0.0	-	55.7	0.0	0.1	41.5	1.8	-	43.4	0.0	0.0	0.0	0.0	-	0.0	0.0	0.2	0.0	0.7	-	0.9	-
PHF	0.000	0.733	0.909	0.250	-	0.916	0.000	0.750	0.950	0.712	-	0.960	0.000	0.000	0.000	0.000	-	0.000	0.000	0.333	0.000	0.625	-	0.792	0.961
Lights	0	43	1044	1	-	1088	0	3	801	37	-	841	0	0	0	0	-	0	0	4	0	15	-	19	1948
% Lights	-	97.7	95.1	100.0	-	95.2	-	100.0	94.1	100.0	-	94.4	-	-	-	-	-	-	-	100.0	-	100.0	-	100.0	94.9
Buses	0	0	10	0	-	10	0	0	17	0	-	17	0	0	0	0	-	0	0	0	0	0	-	0	27
% Buses	-	0.0	0.9	0.0	-	0.9	-	0.0	2.0	0.0	-	1.9	-	-	-	-	-	-	-	0.0	-	0.0	-	0.0	1.3
Single-Unit Trucks	0	1	28	0	-	29	0	0	21	0	-	21	0	0	0	0	-	0	0	0	0	0	-	0	50
% Single-Unit Trucks	-	2.3	2.6	0.0	-	2.5	-	0.0	2.5	0.0	-	2.4	-	-	-	-	-	-	-	0.0	-	0.0	-	0.0	2.4
Articulated Trucks	0	0	15	0	-	15	0	0	12	0	-	12	0	0	0	0	-	0	0	0	0	0	-	0	27
% Articulated Trucks	-	0.0	1.4	0.0	-	1.3	-	0.0	1.4	0.0	-	1.3	-	-	-	-	-	-	-	0.0	-	0.0	-	0.0	1.3
Bicycles on Road	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	1
% Bicycles on Road	-	0.0	0.1	0.0	-	0.1	-	0.0	0.0	0.0	-	0.0	-	-	-	-	-	-	-	0.0	-	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	8	-	-	-	-	-	2	-	-	-	-	-	4	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Touhy Avenue with Lowell Avenue
Site Code:
Start Date: 05/24/2016

Turning Movement Peak Hour Data (4:00 PM)

Start Time	Touhy Avenue Eastbound						Touhy Avenue Westbound						Access Drive Northbound						Lowell Avenue Southbound						
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
4:00 PM	0	6	303	0	0	309	1	1	264	7	1	273	0	0	0	0	1	0	0	0	0	4	1	4	586
4:15 PM	0	11	284	1	0	296	0	1	259	12	0	272	0	0	0	0	2	0	0	1	0	2	0	3	571
4:30 PM	0	7	268	1	0	276	0	3	257	8	0	268	0	0	0	1	2	1	0	0	0	8	0	8	553
4:45 PM	0	8	262	0	0	270	0	0	252	10	0	262	0	0	0	0	1	0	0	1	0	2	0	3	535
Total	0	32	1117	2	0	1151	1	5	1032	37	1	1075	0	0	0	1	6	1	0	2	0	16	1	18	2245
Approach %	0.0	2.8	97.0	0.2	-	-	0.1	0.5	96.0	3.4	-	-	0.0	0.0	0.0	100.0	-	-	0.0	11.1	0.0	88.9	-	-	-
Total %	0.0	1.4	49.8	0.1	-	51.3	0.0	0.2	46.0	1.6	-	47.9	0.0	0.0	0.0	0.0	-	0.0	0.0	0.1	0.0	0.7	-	0.8	-
PHF	0.000	0.727	0.922	0.500	-	0.931	0.250	0.417	0.977	0.771	-	0.984	0.000	0.000	0.000	0.250	-	0.250	0.000	0.500	0.000	0.500	-	0.563	0.958
Lights	0	32	1061	2	-	1095	1	5	1003	36	-	1045	0	0	0	1	-	1	0	2	0	16	-	18	2159
% Lights	-	100.0	95.0	100.0	-	95.1	100.0	100.0	97.2	97.3	-	97.2	-	-	-	100.0	-	100.0	-	100.0	-	100.0	-	100.0	96.2
Buses	0	0	29	0	-	29	0	0	7	0	-	7	0	0	0	0	-	0	0	0	0	0	-	0	36
% Buses	-	0.0	2.6	0.0	-	2.5	0.0	0.0	0.7	0.0	-	0.7	-	-	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	1.6
Single-Unit Trucks	0	0	15	0	-	15	0	0	15	1	-	16	0	0	0	0	-	0	0	0	0	0	-	0	31
% Single-Unit Trucks	-	0.0	1.3	0.0	-	1.3	0.0	0.0	1.5	2.7	-	1.5	-	-	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	1.4
Articulated Trucks	0	0	10	0	-	10	0	0	7	0	-	7	0	0	0	0	-	0	0	0	0	0	-	0	17
% Articulated Trucks	-	0.0	0.9	0.0	-	0.9	0.0	0.0	0.7	0.0	-	0.7	-	-	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.8
Bicycles on Road	0	0	2	0	-	2	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	2
% Bicycles on Road	-	0.0	0.2	0.0	-	0.2	0.0	0.0	0.0	0.0	-	0.0	-	-	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.1
Pedestrians	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	6	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

Return to VB Agenda

Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Touhy Avenue with Kildare
Site Code:
Start Date: 05/24/2016

Turning Movement Data

Start Time	Touhy Avenue Eastbound						Touhy Avenue Westbound						Access Drive Northbound						Kildare Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:00 AM	0	0	222	1	0	223	0	0	193	1	0	194	0	0	0	0	0	0	0	2	0	2	0	4	421
7:15 AM	0	0	225	0	0	225	0	0	232	0	0	232	0	1	0	1	0	2	0	4	0	2	1	6	465
7:30 AM	0	0	260	1	0	261	0	0	186	1	0	187	0	1	0	0	0	1	0	6	0	3	0	9	458
7:45 AM	0	1	277	1	0	279	0	0	179	1	0	180	1	1	0	2	0	4	0	4	0	2	0	6	469
Hourly Total	0	1	984	3	0	988	0	0	790	3	0	793	1	3	0	3	0	7	0	16	0	9	1	25	1813
8:00 AM	0	1	257	0	0	258	0	0	234	2	0	236	0	0	0	2	0	2	0	3	0	3	0	6	502
8:15 AM	0	0	264	5	0	269	1	1	214	5	0	221	0	0	0	2	3	2	0	1	0	1	2	2	494
8:30 AM	0	0	276	2	0	278	0	0	240	4	0	244	0	1	0	1	0	2	0	1	0	0	0	1	525
8:45 AM	0	2	256	3	0	261	1	1	228	2	0	232	0	0	0	1	0	1	0	4	0	4	0	8	502
Hourly Total	0	3	1053	10	0	1066	2	2	916	13	0	933	0	1	0	6	3	7	0	9	0	8	2	17	2023
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	1	322	4	0	327	0	0	258	4	0	262	0	1	0	2	1	3	0	0	0	0	1	0	592
4:15 PM	0	0	261	2	1	263	0	1	287	2	0	290	0	3	0	0	2	3	0	0	0	0	0	0	556
4:30 PM	0	5	287	1	0	293	0	0	258	5	0	263	0	3	1	0	1	4	0	2	0	2	1	4	564
4:45 PM	0	1	235	0	2	236	0	0	235	3	0	238	0	0	0	1	1	1	0	1	0	2	0	3	478
Hourly Total	0	7	1105	7	3	1119	0	1	1038	14	0	1053	0	7	1	3	5	11	0	3	0	4	2	7	2190
5:00 PM	0	0	273	0	0	273	0	0	275	5	0	280	0	0	0	1	2	1	0	4	0	1	0	5	559
5:15 PM	0	1	245	1	0	247	0	0	271	4	0	275	0	2	0	1	0	3	0	2	0	1	4	3	528
5:30 PM	0	1	225	2	1	228	0	0	200	8	0	208	0	0	0	1	0	1	0	3	0	0	4	3	440
5:45 PM	0	1	223	0	0	224	0	0	170	6	0	176	0	1	0	4	0	5	0	2	0	0	1	2	407
Hourly Total	0	3	966	3	1	972	0	0	916	23	0	939	0	3	0	7	2	10	0	11	0	2	9	13	1934
Grand Total	0	14	4108	23	4	4145	2	3	3660	53	0	3718	1	14	1	19	10	35	0	39	0	23	14	62	7960
Approach %	0.0	0.3	99.1	0.6	-	-	0.1	0.1	98.4	1.4	-	-	2.9	40.0	2.9	54.3	-	-	0.0	62.9	0.0	37.1	-	-	-
Total %	0.0	0.2	51.6	0.3	-	52.1	0.0	0.0	46.0	0.7	-	46.7	0.0	0.2	0.0	0.2	-	0.4	0.0	0.5	0.0	0.3	-	0.8	-
Lights	0	13	3893	22	-	3928	2	3	3483	50	-	3538	1	14	1	19	-	35	0	37	0	21	-	58	7559
% Lights	-	92.9	94.8	95.7	-	94.8	100.0	100.0	95.2	94.3	-	95.2	100.0	100.0	100.0	100.0	-	100.0	-	94.9	-	91.3	-	93.5	95.0
Buses	0	0	72	0	-	72	0	0	39	1	-	40	0	0	0	0	-	0	0	0	0	0	-	0	112
% Buses	-	0.0	1.8	0.0	-	1.7	0.0	0.0	1.1	1.9	-	1.1	0.0	0.0	0.0	0.0	-	0.0	-	0.0	-	0.0	-	0.0	1.4
Single-Unit Trucks	0	1	106	1	-	108	0	0	98	1	-	99	0	0	0	0	-	0	0	0	0	1	-	1	208
% Single-Unit Trucks	-	7.1	2.6	4.3	-	2.6	0.0	0.0	2.7	1.9	-	2.7	0.0	0.0	0.0	0.0	-	0.0	-	0.0	-	4.3	-	1.6	2.6
Articulated Trucks	0	0	33	0	-	33	0	0	38	0	-	38	0	0	0	0	-	0	0	0	0	1	-	1	72
% Articulated Trucks	-	0.0	0.8	0.0	-	0.8	0.0	0.0	1.0	0.0	-	1.0	0.0	0.0	0.0	0.0	-	0.0	-	0.0	-	4.3	-	1.6	0.9
Bicycles on Road	0	0	4	0	-	4	0	0	2	1	-	3	0	0	0	0	-	0	0	2	0	0	-	2	9
% Bicycles on Road	-	0.0	0.1	0.0	-	0.1	0.0	0.0	0.1	1.9	-	0.1	0.0	0.0	0.0	0.0	-	0.0	-	5.1	-	0.0	-	3.2	0.1
Pedestrians	-	-	-	-	4	-	-	-	-	-	0	-	-	-	-	-	10	-	-	-	-	-	14	-	-

Return to VB Agenda

Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Touhy Avenue with Kildare
Site Code:
Start Date: 05/24/2016

Turning Movement Peak Hour Data (7:45 AM)

Start Time	Touhy Avenue Eastbound						Touhy Avenue Westbound						Access Drive Northbound						Kildare Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:45 AM	0	1	277	1	0	279	0	0	179	1	0	180	1	1	0	2	0	4	0	4	0	2	0	6	469
8:00 AM	0	1	257	0	0	258	0	0	234	2	0	236	0	0	0	2	0	2	0	3	0	3	0	6	502
8:15 AM	0	0	264	5	0	269	1	1	214	5	0	221	0	0	0	2	3	2	0	1	0	1	2	2	494
8:30 AM	0	0	276	2	0	278	0	0	240	4	0	244	0	1	0	1	0	2	0	1	0	0	0	1	525
Total	0	2	1074	8	0	1084	1	1	867	12	0	881	1	2	0	7	3	10	0	9	0	6	2	15	1990
Approach %	0.0	0.2	99.1	0.7	-	-	0.1	0.1	98.4	1.4	-	-	10.0	20.0	0.0	70.0	-	-	0.0	60.0	0.0	40.0	-	-	-
Total %	0.0	0.1	54.0	0.4	-	54.5	0.1	0.1	43.6	0.6	-	44.3	0.1	0.1	0.0	0.4	-	0.5	0.0	0.5	0.0	0.3	-	0.8	-
PHF	0.000	0.500	0.969	0.400	-	0.971	0.250	0.250	0.903	0.600	-	0.903	0.250	0.500	0.000	0.875	-	0.625	0.000	0.563	0.000	0.500	-	0.625	0.948
Lights	0	2	1022	7	-	1031	1	1	808	12	-	822	1	2	0	7	-	10	0	9	0	5	-	14	1877
% Lights	-	100.0	95.2	87.5	-	95.1	100.0	100.0	93.2	100.0	-	93.3	100.0	100.0	-	100.0	-	100.0	-	100.0	-	83.3	-	93.3	94.3
Buses	0	0	10	0	-	10	0	0	16	0	-	16	0	0	0	0	-	0	0	0	0	0	-	0	26
% Buses	-	0.0	0.9	0.0	-	0.9	0.0	0.0	1.8	0.0	-	1.8	0.0	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	1.3
Single-Unit Trucks	0	0	31	1	-	32	0	0	27	0	-	27	0	0	0	0	-	0	0	0	0	1	-	1	60
% Single-Unit Trucks	-	0.0	2.9	12.5	-	3.0	0.0	0.0	3.1	0.0	-	3.1	0.0	0.0	-	0.0	-	0.0	-	0.0	-	16.7	-	6.7	3.0
Articulated Trucks	0	0	10	0	-	10	0	0	16	0	-	16	0	0	0	0	-	0	0	0	0	0	-	0	26
% Articulated Trucks	-	0.0	0.9	0.0	-	0.9	0.0	0.0	1.8	0.0	-	1.8	0.0	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	1.3
Bicycles on Road	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	1
% Bicycles on Road	-	0.0	0.1	0.0	-	0.1	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.1
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	3	-	-	-	-	-	2	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Touhy Avenue with Kildare
Site Code:
Start Date: 05/24/2016

Turning Movement Peak Hour Data (4:00 PM)

Start Time	Touhy Avenue Eastbound						Touhy Avenue Westbound						Access Drive Northbound						Kildare Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
4:00 PM	0	1	322	4	0	327	0	0	258	4	0	262	0	1	0	2	1	3	0	0	0	0	1	0	592
4:15 PM	0	0	261	2	1	263	0	1	287	2	0	290	0	3	0	0	2	3	0	0	0	0	0	0	556
4:30 PM	0	5	287	1	0	293	0	0	258	5	0	263	0	3	1	0	1	4	0	2	0	2	1	4	564
4:45 PM	0	1	235	0	2	236	0	0	235	3	0	238	0	0	0	1	1	1	0	1	0	2	0	3	478
Total	0	7	1105	7	3	1119	0	1	1038	14	0	1053	0	7	1	3	5	11	0	3	0	4	2	7	2190
Approach %	0.0	0.6	98.7	0.6	-	-	0.0	0.1	98.6	1.3	-	-	0.0	63.6	9.1	27.3	-	-	0.0	42.9	0.0	57.1	-	-	-
Total %	0.0	0.3	50.5	0.3	-	51.1	0.0	0.0	47.4	0.6	-	48.1	0.0	0.3	0.0	0.1	-	0.5	0.0	0.1	0.0	0.2	-	0.3	-
PHF	0.000	0.350	0.858	0.438	-	0.856	0.000	0.250	0.904	0.700	-	0.908	0.000	0.583	0.250	0.375	-	0.688	0.000	0.375	0.000	0.500	-	0.438	0.925
Lights	0	7	1047	7	-	1061	0	1	1008	14	-	1023	0	7	1	3	-	11	0	3	0	4	-	7	2102
% Lights	-	100.0	94.8	100.0	-	94.8	-	100.0	97.1	100.0	-	97.2	-	100.0	100.0	100.0	-	100.0	-	100.0	-	100.0	-	100.0	96.0
Buses	0	0	30	0	-	30	0	0	3	0	-	3	0	0	0	0	-	0	0	0	0	0	-	0	33
% Buses	-	0.0	2.7	0.0	-	2.7	-	0.0	0.3	0.0	-	0.3	-	0.0	0.0	0.0	-	0.0	-	0.0	-	0.0	-	0.0	1.5
Single-Unit Trucks	0	0	19	0	-	19	0	0	19	0	-	19	0	0	0	0	-	0	0	0	0	0	-	0	38
% Single-Unit Trucks	-	0.0	1.7	0.0	-	1.7	-	0.0	1.8	0.0	-	1.8	-	0.0	0.0	0.0	-	0.0	-	0.0	-	0.0	-	0.0	1.7
Articulated Trucks	0	0	7	0	-	7	0	0	7	0	-	7	0	0	0	0	-	0	0	0	0	0	-	0	14
% Articulated Trucks	-	0.0	0.6	0.0	-	0.6	-	0.0	0.7	0.0	-	0.7	-	0.0	0.0	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.6
Bicycles on Road	0	0	2	0	-	2	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	3
% Bicycles on Road	-	0.0	0.2	0.0	-	0.2	-	0.0	0.1	0.0	-	0.1	-	0.0	0.0	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.1
Pedestrians	-	-	-	-	3	-	-	-	-	-	0	-	-	-	-	-	5	-	-	-	-	-	2	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

Return to VB Agenda

Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Touhy/Tripp
Site Code:
Start Date: 08/09/2016

Turning Movement Data

Start Time	Touhy Avenue Eastbound						Touhy Avenue Westbound						Tripp Avenue Northbound						Tripp Avenue Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:00 AM	0	1	199	6	0	206	0	2	215	0	0	217	0	2	2	2	0	6	0	0	1	3	1	4	433
7:15 AM	0	0	210	7	0	217	0	3	258	1	0	262	0	2	0	0	0	2	0	0	1	3	0	4	485
7:30 AM	0	0	218	8	0	226	0	1	198	0	1	199	0	0	0	4	1	4	0	0	2	0	0	2	431
7:45 AM	0	0	242	3	0	245	0	5	209	1	0	215	0	0	0	1	1	1	0	1	1	1	0	3	464
Hourly Total	0	1	869	24	0	894	0	11	880	2	1	893	0	4	2	7	2	13	0	1	5	7	1	13	1813
8:00 AM	0	1	234	4	0	239	0	0	224	2	0	226	0	1	0	2	2	3	0	1	1	1	1	3	471
8:15 AM	0	3	233	4	1	240	0	1	222	0	0	223	0	1	0	1	1	2	0	1	0	2	0	3	468
8:30 AM	0	1	226	5	0	232	0	1	244	4	0	249	1	0	1	3	1	5	0	0	2	1	1	3	489
8:45 AM	0	0	266	10	0	276	0	3	222	2	0	227	1	1	0	0	2	2	0	0	2	1	0	3	508
Hourly Total	0	5	959	23	1	987	0	5	912	8	0	925	2	3	1	6	6	12	0	2	5	5	2	12	1936
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	1	270	2	0	273	0	0	279	1	0	280	0	0	1	6	0	7	0	0	0	3	1	3	563
4:15 PM	0	5	296	5	0	306	0	1	288	2	0	291	0	2	0	1	1	3	0	1	1	2	1	4	604
4:30 PM	0	1	290	3	0	294	0	2	266	2	0	270	0	3	0	3	0	6	0	0	0	1	1	1	571
4:45 PM	0	1	321	0	2	322	0	5	271	3	0	279	0	2	1	3	0	6	0	1	1	2	0	4	611
Hourly Total	0	8	1177	10	2	1195	0	8	1104	8	0	1120	0	7	2	13	1	22	0	2	2	8	3	12	2349
5:00 PM	0	3	275	6	0	284	0	3	292	4	0	299	0	4	1	5	1	10	0	2	0	0	0	2	595
5:15 PM	0	3	277	7	0	287	0	1	270	4	0	275	0	1	0	1	0	2	0	0	1	3	0	4	568
5:30 PM	0	4	269	3	0	276	0	2	264	1	0	267	0	0	1	2	0	3	0	0	3	7	2	10	556
5:45 PM	0	1	303	3	0	307	0	0	259	1	0	260	0	2	1	2	0	5	0	3	0	2	0	5	577
Hourly Total	0	11	1124	19	0	1154	0	6	1085	10	0	1101	0	7	3	10	1	20	0	5	4	12	2	21	2296
Grand Total	0	25	4129	76	3	4230	0	30	3981	28	1	4039	2	21	8	36	10	67	0	10	16	32	8	58	8394
Approach %	0.0	0.6	97.6	1.8	-	-	0.0	0.7	98.6	0.7	-	-	3.0	31.3	11.9	53.7	-	-	0.0	17.2	27.6	55.2	-	-	-
Total %	0.0	0.3	49.2	0.9	-	50.4	0.0	0.4	47.4	0.3	-	48.1	0.0	0.3	0.1	0.4	-	0.8	0.0	0.1	0.2	0.4	-	0.7	-
Lights	0	25	3997	74	-	4096	0	29	3794	26	-	3849	2	20	8	35	-	65	0	10	15	32	-	57	8067
% Lights	-	100.0	96.8	97.4	-	96.8	-	96.7	95.3	92.9	-	95.3	100.0	95.2	100.0	97.2	-	97.0	-	100.0	93.8	100.0	-	98.3	96.1
Buses	0	0	26	0	-	26	0	0	40	0	-	40	0	0	0	0	-	0	0	0	0	0	-	0	66
% Buses	-	0.0	0.6	0.0	-	0.6	-	0.0	1.0	0.0	-	1.0	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.8
Single-Unit Trucks	0	0	70	1	-	71	0	1	99	2	-	102	0	1	0	1	-	2	0	0	0	0	-	0	175
% Single-Unit Trucks	-	0.0	1.7	1.3	-	1.7	-	3.3	2.5	7.1	-	2.5	0.0	4.8	0.0	2.8	-	3.0	-	0.0	0.0	0.0	-	0.0	2.1
Articulated Trucks	0	0	35	1	-	36	0	0	47	0	-	47	0	0	0	0	-	0	0	0	0	0	-	0	83
% Articulated Trucks	-	0.0	0.8	1.3	-	0.9	-	0.0	1.2	0.0	-	1.2	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	1.0
Bicycles on Road	0	0	1	0	-	1	0	0	1	0	-	1	0	0	0	0	-	0	0	0	1	0	-	1	3
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	-	0.0	6.3	0.0	-	1.7	0.0
Pedestrians	-	-	-	-	3	-	-	-	-	-	1	-	-	-	-	-	10	-	-	-	-	-	8	-	-

Return to VB Agenda

Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Touhy/Tripp
Site Code:
Start Date: 08/09/2016

Turning Movement Peak Hour Data (7:45 AM)

Start Time	Touhy Avenue Eastbound						Touhy Avenue Westbound						Tripp Avenue Northbound						Tripp Avenue Southbound						
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
7:45 AM	0	0	242	3	0	245	0	5	209	1	0	215	0	0	0	1	1	1	0	1	1	1	0	3	464
8:00 AM	0	1	234	4	0	239	0	0	224	2	0	226	0	1	0	2	2	3	0	1	1	1	1	3	471
8:15 AM	0	3	233	4	1	240	0	1	222	0	0	223	0	1	0	1	1	2	0	1	0	2	0	3	468
8:30 AM	0	1	226	5	0	232	0	1	244	4	0	249	1	0	1	3	1	5	0	0	2	1	1	3	489
Total	0	5	935	16	1	956	0	7	899	7	0	913	1	2	1	7	5	11	0	3	4	5	2	12	1892
Approach %	0.0	0.5	97.8	1.7	-	-	0.0	0.8	98.5	0.8	-	-	9.1	18.2	9.1	63.6	-	-	0.0	25.0	33.3	41.7	-	-	-
Total %	0.0	0.3	49.4	0.8	-	50.5	0.0	0.4	47.5	0.4	-	48.3	0.1	0.1	0.1	0.4	-	0.6	0.0	0.2	0.2	0.3	-	0.6	-
PHF	0.000	0.417	0.966	0.800	-	0.976	0.000	0.350	0.921	0.438	-	0.917	0.250	0.500	0.250	0.583	-	0.550	0.000	0.750	0.500	0.625	-	1.000	0.967
Lights	0	5	884	16	-	905	0	7	836	6	-	849	1	2	1	7	-	11	0	3	4	5	-	12	1777
% Lights	-	100.0	94.5	100.0	-	94.7	-	100.0	93.0	85.7	-	93.0	100.0	100.0	100.0	100.0	-	100.0	-	100.0	100.0	100.0	-	100.0	93.9
Buses	0	0	5	0	-	5	0	0	14	0	-	14	0	0	0	0	-	0	0	0	0	0	-	0	19
% Buses	-	0.0	0.5	0.0	-	0.5	-	0.0	1.6	0.0	-	1.5	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	1.0
Single-Unit Trucks	0	0	33	0	-	33	0	0	25	1	-	26	0	0	0	0	-	0	0	0	0	0	-	0	59
% Single-Unit Trucks	-	0.0	3.5	0.0	-	3.5	-	0.0	2.8	14.3	-	2.8	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	3.1
Articulated Trucks	0	0	13	0	-	13	0	0	24	0	-	24	0	0	0	0	-	0	0	0	0	0	-	0	37
% Articulated Trucks	-	0.0	1.4	0.0	-	1.4	-	0.0	2.7	0.0	-	2.6	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	2.0
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	5	-	-	-	-	-	2	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

Return to VB Agenda

Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Touhy/Tripp
Site Code:
Start Date: 08/09/2016

Turning Movement Peak Hour Data (4:00 PM)

Start Time	Touhy Avenue Eastbound						Touhy Avenue Westbound						Tripp Avenue Northbound						Tripp Avenue Southbound						
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
4:00 PM	0	1	270	2	0	273	0	0	279	1	0	280	0	0	1	6	0	7	0	0	0	3	1	3	563
4:15 PM	0	5	296	5	0	306	0	1	288	2	0	291	0	2	0	1	1	3	0	1	1	2	1	4	604
4:30 PM	0	1	290	3	0	294	0	2	266	2	0	270	0	3	0	3	0	6	0	0	0	1	1	1	571
4:45 PM	0	1	321	0	2	322	0	5	271	3	0	279	0	2	1	3	0	6	0	1	1	2	0	4	611
Total	0	8	1177	10	2	1195	0	8	1104	8	0	1120	0	7	2	13	1	22	0	2	2	8	3	12	2349
Approach %	0.0	0.7	98.5	0.8	-	-	0.0	0.7	98.6	0.7	-	-	0.0	31.8	9.1	59.1	-	-	0.0	16.7	16.7	66.7	-	-	-
Total %	0.0	0.3	50.1	0.4	-	50.9	0.0	0.3	47.0	0.3	-	47.7	0.0	0.3	0.1	0.6	-	0.9	0.0	0.1	0.1	0.3	-	0.5	-
PHF	0.000	0.400	0.917	0.500	-	0.928	0.000	0.400	0.958	0.667	-	0.962	0.000	0.583	0.500	0.542	-	0.786	0.000	0.500	0.500	0.667	-	0.750	0.961
Lights	0	8	1152	9	-	1169	0	8	1066	8	-	1082	0	7	2	13	-	22	0	2	2	8	-	12	2285
% Lights	-	100.0	97.9	90.0	-	97.8	-	100.0	96.6	100.0	-	96.6	-	100.0	100.0	100.0	-	100.0	-	100.0	100.0	100.0	-	100.0	97.3
Buses	0	0	8	0	-	8	0	0	8	0	-	8	0	0	0	0	-	0	0	0	0	0	-	0	16
% Buses	-	0.0	0.7	0.0	-	0.7	-	0.0	0.7	0.0	-	0.7	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.7
Single-Unit Trucks	0	0	13	0	-	13	0	0	20	0	-	20	0	0	0	0	-	0	0	0	0	0	-	0	33
% Single-Unit Trucks	-	0.0	1.1	0.0	-	1.1	-	0.0	1.8	0.0	-	1.8	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	1.4
Articulated Trucks	0	0	4	1	-	5	0	0	10	0	-	10	0	0	0	0	-	0	0	0	0	0	-	0	15
% Articulated Trucks	-	0.0	0.3	10.0	-	0.4	-	0.0	0.9	0.0	-	0.9	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.6
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	3	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

Return to VB Agenda

Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Chase/Lowell
Site Code:
Start Date: 08/09/2016

Turning Movement Data

Start Time	Chase Avenue Eastbound						Chase Avenue Westbound						Lowell Avenue Northbound						Lowell Avenue Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:00 AM	0	0	0	0	0	0	0	0	2	0	0	2	0	1	1	0	0	2	0	0	4	0	0	4	8
7:15 AM	0	0	1	1	0	2	0	0	2	0	0	2	0	3	2	0	0	5	0	1	3	0	0	4	13
7:30 AM	0	0	3	0	0	3	0	0	2	0	0	2	0	0	2	1	0	3	0	0	5	1	1	6	14
7:45 AM	0	1	1	1	0	3	0	0	1	0	0	1	0	1	5	0	0	6	0	0	4	0	3	4	14
Hourly Total	0	1	5	2	0	8	0	0	7	0	0	7	0	5	10	1	0	16	0	1	16	1	4	18	49
8:00 AM	0	0	0	0	0	0	0	2	3	0	0	5	0	0	3	0	0	3	0	0	3	0	0	3	11
8:15 AM	0	0	0	3	0	3	0	0	3	1	3	4	0	2	6	0	0	8	0	0	4	0	1	4	19
8:30 AM	0	1	3	1	0	5	0	1	0	0	0	1	0	6	5	0	0	11	0	0	1	0	0	1	18
8:45 AM	0	1	4	0	1	5	0	0	3	0	0	3	0	6	7	2	2	15	0	1	3	1	1	5	28
Hourly Total	0	2	7	4	1	13	0	3	9	1	3	13	0	14	21	2	2	37	0	1	11	1	2	13	76
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	0	5	0	0	5	0	0	2	0	0	2	0	0	4	2	1	6	0	1	2	0	0	3	16
4:15 PM	0	1	7	0	0	8	0	0	8	0	2	8	0	2	10	3	0	15	0	0	0	0	0	0	31
4:30 PM	0	0	6	2	0	8	0	1	3	2	0	6	0	3	8	1	1	12	0	0	2	0	0	2	28
4:45 PM	0	0	6	1	0	7	0	0	7	1	1	8	0	5	8	1	0	14	0	1	1	0	0	2	31
Hourly Total	0	1	24	3	0	28	0	1	20	3	3	24	0	10	30	7	2	47	0	2	5	0	0	7	106
5:00 PM	0	3	10	1	0	14	0	0	8	0	0	8	0	5	5	0	1	10	0	0	2	0	0	2	34
5:15 PM	0	2	9	0	0	11	0	0	2	0	0	2	0	1	4	2	6	7	0	2	1	1	0	4	24
5:30 PM	0	1	4	0	0	5	0	0	4	1	0	5	0	0	5	1	0	6	1	0	1	0	0	2	18
5:45 PM	1	2	5	2	0	10	0	1	2	0	0	3	0	4	8	1	0	13	0	1	1	0	1	2	28
Hourly Total	1	8	28	3	0	40	0	1	16	1	0	18	0	10	22	4	7	36	1	3	5	1	1	10	104
Grand Total	1	12	64	12	1	89	0	5	52	5	6	62	0	39	83	14	11	136	1	7	37	3	7	48	335
Approach %	1.1	13.5	71.9	13.5	-	-	0.0	8.1	83.9	8.1	-	-	0.0	28.7	61.0	10.3	-	-	2.1	14.6	77.1	6.3	-	-	-
Total %	0.3	3.6	19.1	3.6	-	26.6	0.0	1.5	15.5	1.5	-	18.5	0.0	11.6	24.8	4.2	-	40.6	0.3	2.1	11.0	0.9	-	14.3	-
Lights	1	10	61	12	-	84	0	5	48	5	-	58	0	39	81	13	-	133	1	7	37	1	-	46	321
% Lights	100.0	83.3	95.3	100.0	-	94.4	-	100.0	92.3	100.0	-	93.5	-	100.0	97.6	92.9	-	97.8	100.0	100.0	100.0	33.3	-	95.8	95.8
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Buses	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0
Single-Unit Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	1	0	0	0	0	-	0	1
% Single-Unit Trucks	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	1.2	0.0	-	0.7	0.0	0.0	0.0	0.0	-	0.0	0.3
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	2	3	0	-	5	0	0	4	0	-	4	0	0	1	1	-	2	0	0	0	2	-	2	13
% Bicycles on Road	0.0	16.7	4.7	0.0	-	5.6	-	0.0	7.7	0.0	-	6.5	-	0.0	1.2	7.1	-	1.5	0.0	0.0	0.0	66.7	-	4.2	3.9
Pedestrians	-	-	-	-	1	-	-	-	-	-	6	-	-	-	-	-	11	-	-	-	-	-	7	-	-

Return to VB Agenda

Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Chase/Lowell
Site Code:
Start Date: 08/09/2016

Turning Movement Peak Hour Data (7:45 AM)

Start Time	Chase Avenue Eastbound						Chase Avenue Westbound						Lowell Avenue Northbound						Lowell Avenue Southbound						
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
7:45 AM	0	1	1	1	0	3	0	0	1	0	0	1	0	1	5	0	0	6	0	0	4	0	3	4	14
8:00 AM	0	0	0	0	0	0	0	2	3	0	0	5	0	0	3	0	0	3	0	0	3	0	0	3	11
8:15 AM	0	0	0	3	0	3	0	0	3	1	3	4	0	2	6	0	0	8	0	0	4	0	1	4	19
8:30 AM	0	1	3	1	0	5	0	1	0	0	0	1	0	6	5	0	0	11	0	0	1	0	0	1	18
Total	0	2	4	5	0	11	0	3	7	1	3	11	0	9	19	0	0	28	0	0	12	0	4	12	62
Approach %	0.0	18.2	36.4	45.5	-	-	0.0	27.3	63.6	9.1	-	-	0.0	32.1	67.9	0.0	-	-	0.0	0.0	100.0	0.0	-	-	-
Total %	0.0	3.2	6.5	8.1	-	17.7	0.0	4.8	11.3	1.6	-	17.7	0.0	14.5	30.6	0.0	-	45.2	0.0	0.0	19.4	0.0	-	19.4	-
PHF	0.000	0.500	0.333	0.417	-	0.550	0.000	0.375	0.583	0.250	-	0.550	0.000	0.375	0.792	0.000	-	0.636	0.000	0.000	0.750	0.000	-	0.750	0.816
Lights	0	2	4	5	-	11	0	3	7	1	-	11	0	9	19	0	-	28	0	0	12	0	-	12	62
% Lights	-	100.0	100.0	100.0	-	100.0	-	100.0	100.0	100.0	-	100.0	-	100.0	100.0	-	-	100.0	-	-	100.0	-	-	100.0	100.0
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Buses	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	-	-	0.0	-	-	0.0	-	-	0.0	0.0
Single-Unit Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Single-Unit Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	-	-	0.0	-	-	0.0	-	-	0.0	0.0
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	-	-	0.0	-	-	0.0	-	-	0.0	0.0
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	-	-	0.0	-	-	0.0	-	-	0.0	0.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	3	-	-	-	-	-	0	-	-	-	-	-	4	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

Return to VB Agenda

Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Chase/Lowell
Site Code:
Start Date: 08/09/2016

Turning Movement Peak Hour Data (4:00 PM)

Start Time	Chase Avenue Eastbound						Chase Avenue Westbound						Lowell Avenue Northbound						Lowell Avenue Southbound						
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
4:00 PM	0	0	5	0	0	5	0	0	2	0	0	2	0	0	4	2	1	6	0	1	2	0	0	3	16
4:15 PM	0	1	7	0	0	8	0	0	8	0	2	8	0	2	10	3	0	15	0	0	0	0	0	0	31
4:30 PM	0	0	6	2	0	8	0	1	3	2	0	6	0	3	8	1	1	12	0	0	2	0	0	2	28
4:45 PM	0	0	6	1	0	7	0	0	7	1	1	8	0	5	8	1	0	14	0	1	1	0	0	2	31
Total	0	1	24	3	0	28	0	1	20	3	3	24	0	10	30	7	2	47	0	2	5	0	0	7	106
Approach %	0.0	3.6	85.7	10.7	-	-	0.0	4.2	83.3	12.5	-	-	0.0	21.3	63.8	14.9	-	-	0.0	28.6	71.4	0.0	-	-	-
Total %	0.0	0.9	22.6	2.8	-	26.4	0.0	0.9	18.9	2.8	-	22.6	0.0	9.4	28.3	6.6	-	44.3	0.0	1.9	4.7	0.0	-	6.6	-
PHF	0.000	0.250	0.857	0.375	-	0.875	0.000	0.250	0.625	0.375	-	0.750	0.000	0.500	0.750	0.583	-	0.783	0.000	0.500	0.625	0.000	-	0.583	0.855
Lights	0	1	24	3	-	28	0	1	19	3	-	23	0	10	30	7	-	47	0	2	5	0	-	7	105
% Lights	-	100.0	100.0	100.0	-	100.0	-	100.0	95.0	100.0	-	95.8	-	100.0	100.0	100.0	-	100.0	-	100.0	100.0	-	-	100.0	99.1
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Buses	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	-	-	0.0	0.0
Single-Unit Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Single-Unit Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	-	-	0.0	0.0
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	-	-	0.0	0.0
Bicycles on Road	0	0	0	0	-	0	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	1
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	5.0	0.0	-	4.2	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	-	-	0.0	0.9
Pedestrians	-	-	-	-	0	-	-	-	-	-	3	-	-	-	-	-	2	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-

Return to VB Agenda

Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Chase/Kildare
Site Code:
Start Date: 08/09/2016

Turning Movement Data

Start Time	Chase Avenue Eastbound						Chase Avenue Westbound						Kildare Northbound						Kildare Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:00 AM	0	0	1	0	0	1	0	0	1	1	0	2	0	0	0	0	0	0	0	0	2	1	0	3	6
7:15 AM	0	0	1	1	0	2	0	0	1	0	0	1	0	1	0	2	0	3	0	0	0	0	1	0	6
7:30 AM	0	0	3	0	0	3	0	1	1	0	0	2	0	1	3	1	0	5	0	0	4	0	1	4	14
7:45 AM	0	0	2	1	0	3	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	3	1	5
Hourly Total	0	0	7	2	0	9	0	1	4	1	0	6	0	2	3	3	0	8	0	0	7	1	5	8	31
8:00 AM	0	0	0	0	0	0	0	0	3	0	0	3	0	1	1	0	0	2	0	0	2	1	0	3	8
8:15 AM	0	0	0	0	0	0	0	0	3	1	0	4	0	1	1	1	0	3	0	1	1	0	1	2	9
8:30 AM	0	0	3	0	0	3	0	2	2	0	0	4	0	0	0	0	0	0	0	0	2	0	0	2	9
8:45 AM	0	0	6	1	2	7	0	0	2	0	0	2	0	0	2	0	0	2	0	0	0	1	1	1	12
Hourly Total	0	0	9	1	2	10	0	2	10	1	0	13	0	2	4	1	0	7	0	1	5	2	2	8	38
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	0	9	1	0	10	0	0	1	0	0	1	0	1	1	0	1	2	0	1	1	0	1	2	15
4:15 PM	0	2	8	0	0	10	0	1	4	0	1	5	0	4	8	0	0	12	0	0	1	0	0	1	28
4:30 PM	0	0	5	1	0	6	0	0	1	1	0	2	0	2	2	0	0	4	0	0	2	2	0	4	16
4:45 PM	0	1	7	0	0	8	0	1	6	1	0	8	0	3	2	1	0	6	0	1	1	0	0	2	24
Hourly Total	0	3	29	2	0	34	0	2	12	2	1	16	0	10	13	1	1	24	0	2	5	2	1	9	83
5:00 PM	0	0	8	1	0	9	0	0	7	0	0	7	0	1	3	0	0	4	0	0	0	0	1	0	20
5:15 PM	0	1	11	2	0	14	0	0	2	0	1	2	0	1	6	1	5	8	0	0	1	0	0	1	25
5:30 PM	0	1	4	0	0	5	0	0	0	0	0	0	0	5	3	0	0	8	0	0	3	0	0	3	16
5:45 PM	0	1	6	0	0	7	0	0	1	0	0	1	0	1	4	0	0	5	0	1	1	0	1	2	15
Hourly Total	0	3	29	3	0	35	0	0	10	0	1	10	0	8	16	1	5	25	0	1	5	0	2	6	76
Grand Total	0	6	74	8	2	88	0	5	36	4	2	45	0	22	36	6	6	64	0	4	22	5	10	31	228
Approach %	0.0	6.8	84.1	9.1	-	-	0.0	11.1	80.0	8.9	-	-	0.0	34.4	56.3	9.4	-	-	0.0	12.9	71.0	16.1	-	-	-
Total %	0.0	2.6	32.5	3.5	-	38.6	0.0	2.2	15.8	1.8	-	19.7	0.0	9.6	15.8	2.6	-	28.1	0.0	1.8	9.6	2.2	-	13.6	-
Lights	0	6	72	7	-	85	0	3	32	4	-	39	0	22	36	5	-	63	0	4	22	4	-	30	217
% Lights	-	100.0	97.3	87.5	-	96.6	-	60.0	88.9	100.0	-	86.7	-	100.0	100.0	83.3	-	98.4	-	100.0	100.0	80.0	-	96.8	95.2
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Buses	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Single-Unit Trucks	0	0	0	0	-	0	0	1	0	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	1
% Single-Unit Trucks	-	0.0	0.0	0.0	-	0.0	-	20.0	0.0	0.0	-	2.2	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.4
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	2	1	-	3	0	1	4	0	-	5	0	0	0	1	-	1	0	0	0	1	-	1	10
% Bicycles on Road	-	0.0	2.7	12.5	-	3.4	-	20.0	11.1	0.0	-	11.1	-	0.0	0.0	16.7	-	1.6	-	0.0	0.0	20.0	-	3.2	4.4
Pedestrians	-	-	-	-	2	-	-	-	-	-	2	-	-	-	-	-	6	-	-	-	-	-	10	-	-

Return to VB Agenda

Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Chase/Kildare
Site Code:
Start Date: 08/09/2016

Turning Movement Peak Hour Data (7:45 AM)

Start Time	Chase Avenue Eastbound						Chase Avenue Westbound						Kildare Northbound						Kildare Southbound						
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
7:45 AM	0	0	2	1	0	3	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	3	1	5
8:00 AM	0	0	0	0	0	0	0	0	3	0	0	3	0	1	1	0	0	2	0	0	2	1	0	3	8
8:15 AM	0	0	0	0	0	0	0	0	3	1	0	4	0	1	1	1	0	3	0	1	1	0	1	2	9
8:30 AM	0	0	3	0	0	3	0	2	2	0	0	4	0	0	0	0	0	0	0	0	2	0	0	2	9
Total	0	0	5	1	0	6	0	2	9	1	0	12	0	2	2	1	0	5	0	1	6	1	4	8	31
Approach %	0.0	0.0	83.3	16.7	-	-	0.0	16.7	75.0	8.3	-	-	0.0	40.0	40.0	20.0	-	-	0.0	12.5	75.0	12.5	-	-	-
Total %	0.0	0.0	16.1	3.2	-	19.4	0.0	6.5	29.0	3.2	-	38.7	0.0	6.5	6.5	3.2	-	16.1	0.0	3.2	19.4	3.2	-	25.8	-
PHF	0.000	0.000	0.417	0.250	-	0.500	0.000	0.250	0.750	0.250	-	0.750	0.000	0.500	0.500	0.250	-	0.417	0.000	0.250	0.750	0.250	-	0.667	0.861
Lights	0	0	5	1	-	6	0	1	8	1	-	10	0	2	2	1	-	5	0	1	6	1	-	8	29
% Lights	-	-	100.0	100.0	-	100.0	-	50.0	88.9	100.0	-	83.3	-	100.0	100.0	100.0	-	100.0	-	100.0	100.0	100.0	-	100.0	93.5
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Buses	-	-	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Single-Unit Trucks	0	0	0	0	-	0	0	1	0	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	1
% Single-Unit Trucks	-	-	0.0	0.0	-	0.0	-	50.0	0.0	0.0	-	8.3	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	3.2
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	-	-	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	0	-	0	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	1
% Bicycles on Road	-	-	0.0	0.0	-	0.0	-	0.0	11.1	0.0	-	8.3	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	3.2
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	4	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

Return to VB Agenda

Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Chase/Kildare
Site Code:
Start Date: 08/09/2016

Turning Movement Peak Hour Data (4:00 PM)

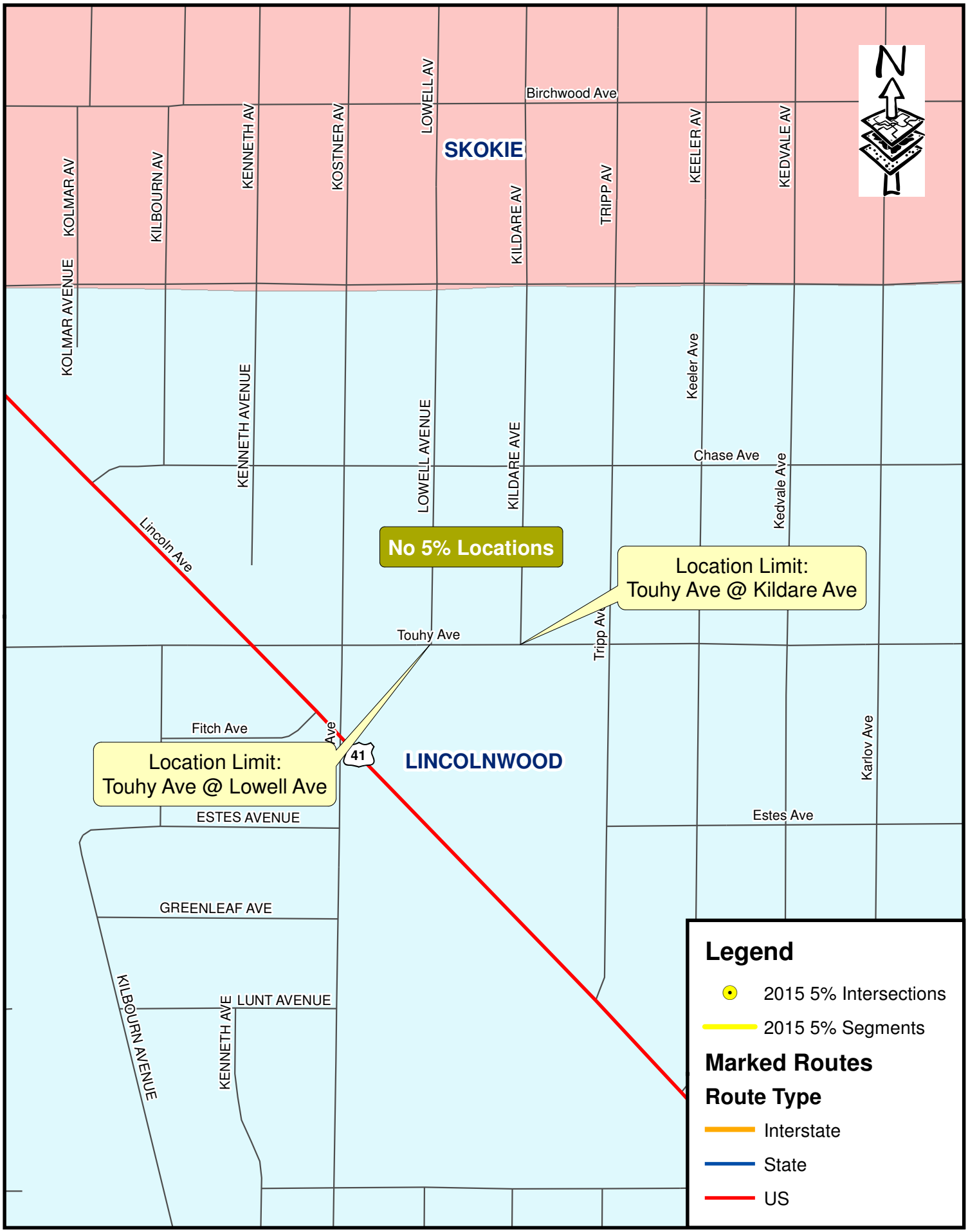
Start Time	Chase Avenue Eastbound						Chase Avenue Westbound						Kildare Northbound						Kildare Southbound						
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
4:00 PM	0	0	9	1	0	10	0	0	1	0	0	1	0	1	1	0	1	2	0	1	1	0	1	2	15
4:15 PM	0	2	8	0	0	10	0	1	4	0	1	5	0	4	8	0	0	12	0	0	1	0	0	1	28
4:30 PM	0	0	5	1	0	6	0	0	1	1	0	2	0	2	2	0	0	4	0	0	2	2	0	4	16
4:45 PM	0	1	7	0	0	8	0	1	6	1	0	8	0	3	2	1	0	6	0	1	1	0	0	2	24
Total	0	3	29	2	0	34	0	2	12	2	1	16	0	10	13	1	1	24	0	2	5	2	1	9	83
Approach %	0.0	8.8	85.3	5.9	-	-	0.0	12.5	75.0	12.5	-	-	0.0	41.7	54.2	4.2	-	-	0.0	22.2	55.6	22.2	-	-	-
Total %	0.0	3.6	34.9	2.4	-	41.0	0.0	2.4	14.5	2.4	-	19.3	0.0	12.0	15.7	1.2	-	28.9	0.0	2.4	6.0	2.4	-	10.8	-
PHF	0.000	0.375	0.806	0.500	-	0.850	0.000	0.500	0.500	0.500	-	0.500	0.000	0.625	0.406	0.250	-	0.500	0.000	0.500	0.625	0.250	-	0.563	0.741
Lights	0	3	29	1	-	33	0	2	12	2	-	16	0	10	13	1	-	24	0	2	5	1	-	8	81
% Lights	-	100.0	100.0	50.0	-	97.1	-	100.0	100.0	100.0	-	100.0	-	100.0	100.0	100.0	-	100.0	-	100.0	100.0	50.0	-	88.9	97.6
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Buses	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Single-Unit Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Single-Unit Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	1	-	1	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	1	-	1	2
% Bicycles on Road	-	0.0	0.0	50.0	-	2.9	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	50.0	-	11.1	2.4
Pedestrians	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

Return to VB Agenda

IDOT Crash Data

2015 5% Locations

Return to VB Agenda



Illinois Department of Transportation
Division of Traffic Safety

Coordinate Collision Diagram Report

1/1/2010 to 12/31/2010

For XCoordinate 2956874.72039776 : YCoordinate 1956181.99092609 | Foot Tolerance : 150 | County : Cook | Intersection Related: All Cases | *See Notes at End of Report.

Date	Weather	Roadway	------ A	Injuries B	------ C	Killed	Type of Crash	Light Condition	Mile	XCoordinate YCoordinate	Vehicle Type	DIRP	Maneuver	Event 1	Loc 1	Event 2	Loc 2	Event 3	Loc 3	Unit
201001201216																				
5/18/2010 9:08 AM	Clear	Dry	0	0	0	0	Turning	Daylight	8.10	2956874.72039776 1956181.99092609										
											Passenger	Northeast	Turning Left	Motor Vehicle In Traffic	Intersection	(UNK)	(UNK)	(UNK)	(UNK)	1
											Passenger	West	Straight Ahead	Motor Vehicle In Traffic	Intersection	(UNK)	(UNK)	(UNK)	(UNK)	2

Illinois Department of Transportation
Division of Traffic Safety

Coordinate Collision Diagram Report

1/1/2010 to 12/31/2010

For XCoordinate 2956874.72039776 : YCoordinate 1956181.99092609 | Foot Tolerance : 150 | County : Cook | Intersection Related: All Cases | *See Notes at End of Report.

TOTAL CRASHES	FATAL CRASHES	A INJURY CRASHES	B INJURY CRASHES	C INJURY CRASHES	PROPERTY DAMAGE CRASHES	TOTAL KILLED	TOTAL INJURED	A INJURIES	B INJURIES	C INJURIES
1	0	0	0	0	1	0	0	0	0	0

Type of Crash	*Total*	*%*
Turning	1	100.0%
TOTAL:	***1***	

Dayof Wk	*Total*	*%*
Tuesday	1	100.0%
TOTAL:	***1***	

Hour of Day	*Total*	*%*
09 AM	1	100.0%
TOTAL:	***1***	

Vehicle Type	*Total*	*%*
Passenger	2	100.0%
TOTAL:	***2***	

Weather Cond	*Total*	*%*
Clear	1	100.0%
TOTAL:	***1***	

Light Cond	*Total*	*%*
Daylight	1	100.0%
TOTAL:	***1***	

Road Surface	*Total*	*%*
Dry	1	100.0%
TOTAL:	***1***	

DIRP	*Total*	*%*
Northeast	1	50.0%
West	1	50.0%
TOTAL:	***2***	

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Coordinate Collision Diagram Report

1/1/2010 to 12/31/2010

For XCoordinate 2956874.72039776 : YCoordinate 1956181.99092609 | Foot Tolerance : 150 | County : Cook | Intersection Related: All Cases | *See Notes at End of Report.

Notes

Calendar data selections include data based on the date of the crash. Year selections include data based on the Statistical year in which the crash was processed

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Coordinate Collision Diagram Report

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1/1/2011 to 12/31/2011

For XCoordinate 2956874.72039776 : YCoordinate 1956181.99092609 | Foot Tolerance : 150 | County : Cook | Intersection Related: All Cases | *See Notes at End of Report.

Date	Weather	Roadway	------ A	Injuries B	------ C	Killed	Type of Crash	Light Condition	Mile	XCoordinate YCoordinate	Vehicle Type	DIRP	Maneuver	Event 1	Loc 1	Event 2	Loc 2	Event 3	Loc 3	Unit
201101330933																				
8/10/2011 3:30 PM	Clear	Dry	0	0	0	0	Turning	Daylight	0.00	2956874.71214852 1956182.68874496										
											SUV	North	Turning Left	Motor Vehicle In Traffic	On Pavement (Roadway)	(UNK)	(UNK)	(UNK)	(UNK)	1
											SUV	West	Straight Ahead	Motor Vehicle In Traffic	On Pavement (Roadway)	(UNK)	(UNK)	(UNK)	(UNK)	2

Coordinate Collision Diagram Report

1/1/2011 to 12/31/2011

For XCoordinate 2956874.72039776 : YCoordinate 1956181.99092609 | Foot Tolerance : 150 | County : Cook | Intersection Related: All Cases | *See Notes at End of Report.

TOTAL CRASHES	FATAL CRASHES	A INJURY CRASHES	B INJURY CRASHES	C INJURY CRASHES	PROPERTY DAMAGE CRASHES	TOTAL KILLED	TOTAL INJURED	A INJURIES	B INJURIES	C INJURIES
1	0	0	0	0	1	0	0	0	0	0

Type of Crash	*Total*	*%*
Turning	1	100.0%
TOTAL:	***1***	

Dayof Wk	*Total*	*%*
Wednesday	1	100.0%
TOTAL:	***1***	

Hour of Day	*Total*	*%*
3 PM	1	100.0%
TOTAL:	***1***	

Vehicle Type	*Total*	*%*
SUV	2	100.0%
TOTAL:	***2***	

Weather Cond	*Total*	*%*
Clear	1	100.0%
TOTAL:	***1***	

Light Cond	*Total*	*%*
Daylight	1	100.0%
TOTAL:	***1***	

Road Surface	*Total*	*%*
Dry	1	100.0%
TOTAL:	***1***	

DIRP	*Total*	*%*
North	1	50.0%
West	1	50.0%
TOTAL:	***2***	

Coordinate Collision Diagram Report

1/1/2011 to 12/31/2011

For XCoordinate 2956874.72039776 : YCoordinate 1956181.99092609 | Foot Tolerance : 150 | County : Cook | Intersection Related: All Cases | *See Notes at End of Report.

Notes

Calendar data selections include data based on the date of the crash. Year selections include data based on the Statistical year in which the crash was processed

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Coordinate Collision Diagram Report

1/1/2012 to 12/31/2012

For XCoordinate 2956874.72039776 : YCoordinate 1956181.99092609 | Foot Tolerance : 150 | County : Cook | Intersection Related: All Cases | *See Notes at End of Report.

Date	Weather	Roadway	Injuries A	Injuries B	Injuries C	Killed	Type of Crash	Light Condition	Mile	XCoordinate YCoordinate	Vehicle Type	DIRP	Maneuver	Event 1	Loc 1	Event 2	Loc 2	Event 3	Loc 3	Unit
201201071565																				
1/12/2012 3:30 PM	Snow	Snow or Slush	0	0	0	0	Rear End	Daylight	0.00	2956872.95465326 1956184.20286392										
											SUV	West	Skidding/Control Loss	Motor Vehicle In Traffic	On Pavement (Roadway)	(UNK)	(UNK)	(UNK)	(UNK)	1
											Passenger	West	Slow/Stop In Traffic	Motor Vehicle In Traffic	On Pavement (Roadway)	(UNK)	(UNK)	(UNK)	(UNK)	2
201201118965																				
2/20/2012 1:00 PM	Unknown	Unknown	0	0	0	0	Angle	Unknown	0.00	2956872.70417582 1956233.50012812										
											Passenger	Unknown	Unknown	Motor Vehicle In Traffic	On Pavement (Roadway)	(UNK)	(UNK)	(UNK)	(UNK)	1
											Passenger	Unknown	Unknown	Motor Vehicle In Traffic	On Pavement (Roadway)	(UNK)	(UNK)	(UNK)	(UNK)	2
201201256106																				
7/5/2012 6:30 AM	Clear	Dry	0	1	0	0	Pedalcyclist	Daylight	0.00	2956823.46404559 1956182.94912184										
											SUV	South	Enter From Drive/Alley	Pedalcyclist	Other	(UNK)	(UNK)	(UNK)	(UNK)	1
201201395401																				
11/1/2012 10:19 AM	Clear	Dry	0	2	1	0	Turning	Daylight	0.00	2956872.95037946 1956185.04400328										
											Passenger	Southwest	Turning Right	Motor Vehicle In Traffic	On Pavement (Roadway)	(UNK)	(UNK)	(UNK)	(UNK)	1
											Van/Mini-Van	West	Passing/Overtaking	Motor Vehicle In Traffic	On Pavement (Roadway)	(UNK)	(UNK)	(UNK)	(UNK)	2
201201428164																				
12/15/2012 10:12 PM	Clear	Wet	0	0	0	0	Turning	Darkness, Lighted Road	0.00	2956932.41247674 1956185.70902435										
											Passenger	East	Turning Right	Motor Vehicle In Traffic	On Pavement (Roadway)	(UNK)	(UNK)	(UNK)	(UNK)	1
											Passenger	East	Straight Ahead	Motor Vehicle In Traffic	On Pavement (Roadway)	(UNK)	(UNK)	(UNK)	(UNK)	2

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Coordinate Collision Diagram Report

1/1/2012 to 12/31/2012

For XCoordinate 2956874.72039776 : YCoordinate 1956181.99092609 | Foot Tolerance : 150 | County : Cook | Intersection Related: All Cases | *See Notes at End of Report.

TOTAL CRASHES	FATAL CRASHES	A INJURY CRASHES	B INJURY CRASHES	C INJURY CRASHES	PROPERTY DAMAGE CRASHES	TOTAL KILLED	TOTAL INJURED	A INJURIES	B INJURIES	C INJURIES
5	0	0	2	0	3	0	4	0	3	1

Type of Crash	*Total*	*%*
Angle	1	20.0%
Pedalcyclist	1	20.0%
Rear End	1	20.0%
Turning	2	40.0%
TOTAL:	***5***	

Dayof Wk	*Total*	*%*
Monday	1	20.0%
Thursday	3	60.0%
Saturday	1	20.0%
TOTAL:	***5***	

Hour of Day	*Total*	*%*
06 AM	1	20.0%
10 AM	1	20.0%
1 PM	1	20.0%
3 PM	1	20.0%
10 PM	1	20.0%
TOTAL:	***5***	

Vehicle Type	*Total*	*%*
Passenger	6	66.7%
SUV	2	22.2%
Van/Mini-Van	1	11.1%
TOTAL:	***9***	

Weather Cond	*Total*	*%*
Clear	3	60.0%
Snow	1	20.0%
Unknown	1	20.0%
TOTAL:	***5***	

Light Cond	*Total*	*%*
Darkness, Lighted Road	1	20.0%
Daylight	3	60.0%
Unknown	1	20.0%
TOTAL:	***5***	

Road Surface	*Total*	*%*
Dry	2	40.0%
Snow or Slush	1	20.0%
Unknown	1	20.0%
Wet	1	20.0%
TOTAL:	***5***	

DIRP	*Total*	*%*
East	2	22.2%
South	1	11.1%
Southwest	1	11.1%
Unknown	2	22.2%
West	3	33.3%
TOTAL:	***9***	

Coordinate Collision Diagram Report

1/1/2012 to 12/31/2012

For XCoordinate 2956874.72039776 : YCoordinate 1956181.99092609 | Foot Tolerance : 150 | County : Cook | Intersection Related: All Cases | *See Notes at End of Report.

Notes

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Coordinate Collision Diagram Report

1/1/2013 to 12/31/2013

For XCoordinate 2956874.72039776 : YCoordinate 1956181.99092609 | Foot Tolerance : 150 | County : Cook | Intersection Related: All Cases | *See Notes at End of Report.

Date	Weather	Roadway	------ A	Injuries B	------ C	Killed	Type of Crash	Light Condition	Mile	XCoordinate YCoordinate	Vehicle Type	DIRP	Maneuver	Event 1	Loc 1	Event 2	Loc 2	Event 3	Loc 3	Unit
201301059518																				
1/26/2013 12:37 PM	Clear	Wet	0	0	0	0	Turning	Daylight	0.00	2956872.68591277 1956237.09453877										
											Passenger	East	Turning Left	Motor Vehicle In Traffic	On Pavement (Roadway)	(UNK)	(UNK)	(UNK)	(UNK)	1
											Passenger	South	Slow/Stop In Traffic	Motor Vehicle In Traffic	On Pavement (Roadway)	(UNK)	(UNK)	(UNK)	(UNK)	2
201301192751																				
4/18/2013 7:10 PM	Clear	Dry	0	0	0	0	Parked Motor Vehicle	Daylight	0.00	2956872.69041926 1956236.20760208										
											SUV	South	Straight Ahead	Hit Parked Vehicle	On Pavement (Roadway)	(UNK)	(UNK)	(UNK)	(UNK)	1
											Van/Mini-Van	South	Parked	Motor Vehicle In Traffic	On Pavement (Roadway)	(UNK)	(UNK)	(UNK)	(UNK)	2
201301164238																				
8/14/2013 6:58 AM	Clear	Dry	0	0	1	0	Rear End	Daylight	0.00	2956928.29761111 1956185.6047767										
											SUV	West	Straight Ahead	Motor Vehicle In Traffic	On Pavement (Roadway)	(UNK)	(UNK)	(UNK)	(UNK)	1
											Passenger	West	Slow/Stop In Traffic	Motor Vehicle In Traffic	On Pavement (Roadway)	(UNK)	(UNK)	(UNK)	(UNK)	2
											Passenger	West	Slow/Stop In Traffic	Motor Vehicle In Traffic	On Pavement (Roadway)	(UNK)	(UNK)	(UNK)	(UNK)	3

Coordinate Collision Diagram Report

1/1/2013 to 12/31/2013

For XCoordinate 2956874.72039776 : YCoordinate 1956181.99092609 | Foot Tolerance : 150 | County : Cook | Intersection Related: All Cases | *See Notes at End of Report.

TOTAL CRASHES	FATAL CRASHES	A INJURY CRASHES	B INJURY CRASHES	C INJURY CRASHES	PROPERTY DAMAGE CRASHES	TOTAL KILLED	TOTAL INJURED	A INJURIES	B INJURIES	C INJURIES
3	0	0	0	1	2	0	1	0	0	1

Type of Crash	*Total*	*%*
Parked Motor Vehicle	1	33.3%
Rear End	1	33.3%
Turning	1	33.3%
TOTAL:	***3***	

Dayof Wk	*Total*	*%*
Wednesday	1	33.3%
Thursday	1	33.3%
Saturday	1	33.3%
TOTAL:	***3***	

Hour of Day	*Total*	*%*
06 AM	1	33.3%
Noon	1	33.3%
7 PM	1	33.3%
TOTAL:	***3***	

Vehicle Type	*Total*	*%*
Passenger	4	57.1%
SUV	2	28.6%
Van/Mini-Van	1	14.3%
TOTAL:	***7***	

Weather Cond	*Total*	*%*
Clear	3	100.0%
TOTAL:	***3***	

Light Cond	*Total*	*%*
Daylight	3	100.0%
TOTAL:	***3***	

Road Surface	*Total*	*%*
Dry	2	66.7%
Wet	1	33.3%
TOTAL:	***3***	

DIRP	*Total*	*%*
East	1	14.3%
South	3	42.9%
West	3	42.9%
TOTAL:	***7***	

Coordinate Collision Diagram Report

1/1/2013 to 12/31/2013

For XCoordinate 2956874.72039776 : YCoordinate 1956181.99092609 | Foot Tolerance : 150 | County : Cook | Intersection Related: All Cases | *See Notes at End of Report.

Notes

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Coordinate Collision Diagram Report

1/1/2014 to 12/31/2014

For XCoordinate 2956874.72039776 : YCoordinate 1956181.99092609 | Foot Tolerance : 150 | County : Cook | Intersection Related: All Cases | *See Notes at End of Report.

Date	Weather	Roadway	------ A	Injuries B	------ C	Killed	Type of Crash	Light Condition	Mile	XCoordinate YCoordinate	Vehicle Type	DIRP	Maneuver	Event 1	Loc 1	Event 2	Loc 2	Event 3	Loc 3	Unit
201400033716																				
3/27/2014 1:37 PM	Rain	Wet	0	0	0	0	Rear End	Daylight	0.00	2956752.02502058 1956181.13972133										
											Passenger	East	Straight Ahead	Motor Vehicle In Traffic	On Pavement (Roadway)	(UNK)	(UNK)	(UNK)	(UNK)	1
											Pickup	East	Slow/Stop In Traffic	Motor Vehicle In Traffic	On Pavement (Roadway)	(UNK)	(UNK)	(UNK)	(UNK)	2

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Coordinate Collision Diagram Report

1/1/2014 to 12/31/2014

For XCoordinate 2956874.72039776 : YCoordinate 1956181.99092609 | Foot Tolerance : 150 | County : Cook | Intersection Related: All Cases | *See Notes at End of Report.

TOTAL CRASHES	FATAL CRASHES	A INJURY CRASHES	B INJURY CRASHES	C INJURY CRASHES	PROPERTY DAMAGE CRASHES	TOTAL KILLED	TOTAL INJURED	A INJURIES	B INJURIES	C INJURIES
1	0	0	0	0	1	0	0	0	0	0

Type of Crash	*Total*	*%*
Rear End	1	100.0%
TOTAL:	***1***	

Dayof Wk	*Total*	*%*
Thursday	1	100.0%
TOTAL:	***1***	

Hour of Day	*Total*	*%*
1 PM	1	100.0%
TOTAL:	***1***	

Vehicle Type	*Total*	*%*
Passenger	1	50.0%
Pickup	1	50.0%
TOTAL:	***2***	

Weather Cond	*Total*	*%*
Rain	1	100.0%
TOTAL:	***1***	

Light Cond	*Total*	*%*
Daylight	1	100.0%
TOTAL:	***1***	

Road Surface	*Total*	*%*
Wet	1	100.0%
TOTAL:	***1***	

DIRP	*Total*	*%*
East	2	100.0%
TOTAL:	***2***	

Coordinate Collision Diagram Report

1/1/2014 to 12/31/2014

For XCoordinate 2956874.72039776 : YCoordinate 1956181.99092609 | Foot Tolerance : 150 | County : Cook | Intersection Related: All Cases | *See Notes at End of Report.

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Coordinate Collision Diagram Report

1/1/2010 to 12/31/2010

For XCoordinate 2957206.39263467 : YCoordinate 1956188.01191143 | Foot Tolerance : 150 | County : Cook | Intersection Related: All Cases | *See Notes at End of Report.

Date	Weather	Roadway	------ A	Injuries B	------ C	Killed	Type of Crash	Light Condition	Mile	XCoordinate YCoordinate	Vehicle Type	DIRP	Maneuver	Event 1	Loc 1	Event 2	Loc 2	Event 3	Loc 3	Unit
201001088228																				
2/9/2010 5:26 PM	Snow	Snow or Slush	0	0	1	0	Rear End	Darkness, Lighted Road	8.16	2957206.39263467 1956188.01191143										
											Passenger	East	Skidding/Control Loss	Motor Vehicle In Traffic	On Pavement (Roadway)	(UNK)	(UNK)	(UNK)	(UNK)	1
											SUV	East	Slow/Stop In Traffic	Motor Vehicle In Traffic	On Pavement (Roadway)	(UNK)	(UNK)	(UNK)	(UNK)	2
201001206511																				
4/7/2010 5:30 PM	Rain	Wet	0	0	0	0	Rear End	Daylight	8.16	2957216.03227544 1956188.30411123										
											SUV	West	Straight Ahead	Motor Vehicle In Traffic	On Pavement (Roadway)	(UNK)	(UNK)	(UNK)	(UNK)	1
											Passenger	West	Slow/Stop In Traffic	Motor Vehicle In Traffic	On Pavement (Roadway)	(UNK)	(UNK)	(UNK)	(UNK)	2

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Coordinate Collision Diagram Report

1/1/2010 to 12/31/2010

For XCoordinate 2957206.39263467 : YCoordinate 1956188.01191143 | Foot Tolerance : 150 | County : Cook | Intersection Related: All Cases | *See Notes at End of Report.

TOTAL CRASHES	FATAL CRASHES	A INJURY CRASHES	B INJURY CRASHES	C INJURY CRASHES	PROPERTY DAMAGE CRASHES	TOTAL KILLED	TOTAL INJURED	A INJURIES	B INJURIES	C INJURIES
2	0	0	0	1	1	0	1	0	0	1

Type of Crash	*Total*	*%*
Rear End	2	100.0%
TOTAL:	***2***	

Dayof Wk	*Total*	*%*
Tuesday	1	50.0%
Wednesday	1	50.0%
TOTAL:	***2***	

Hour of Day	*Total*	*%*
5 PM	2	100.0%
TOTAL:	***2***	

Vehicle Type	*Total*	*%*
Passenger	2	50.0%
SUV	2	50.0%
TOTAL:	***4***	

Weather Cond	*Total*	*%*
Rain	1	50.0%
Snow	1	50.0%
TOTAL:	***2***	

Light Cond	*Total*	*%*
Darkness, Lighted Road	1	50.0%
Daylight	1	50.0%
TOTAL:	***2***	

Road Surface	*Total*	*%*
Snow or Slush	1	50.0%
Wet	1	50.0%
TOTAL:	***2***	

DIRP	*Total*	*%*
East	2	50.0%
West	2	50.0%
TOTAL:	***4***	

Coordinate Collision Diagram Report

1/1/2010 to 12/31/2010

For XCoordinate 2957206.39263467 : YCoordinate 1956188.01191143 | Foot Tolerance : 150 | County : Cook | Intersection Related: All Cases | *See Notes at End of Report.

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Coordinate Collision Diagram Report

1/1/2011 to 12/31/2011

For XCoordinate 2957206.39263467 : YCoordinate 1956188.01191143 | Foot Tolerance : 150 | County : Cook | Intersection Related: All Cases | *See Notes at End of Report.

Date	Weather	Roadway	------ A	Injuries B	------ C	Killed	Type of Crash	Light Condition	Mile	XCoordinate YCoordinate	Vehicle Type	DIRP	Maneuver	Event 1	Loc 1	Event 2	Loc 2	Event 3	Loc 3	Unit
201101388822																				
10/3/2011 5:30 PM	Clear	Dry	0	2	0	0	Head On	Daylight	0.00	2957196.99993692 1956187.87510068										
											Passenger	West	Straight Ahead	Motor Vehicle In Traffic	On Pavement (Roadway)	(UNK)	(UNK)	(UNK)	(UNK)	1
											Passenger	East	Straight Ahead	Motor Vehicle In Traffic	On Pavement (Roadway)	(UNK)	(UNK)	(UNK)	(UNK)	2

Coordinate Collision Diagram Report

1/1/2011 to 12/31/2011

For XCoordinate 2957206.39263467 : YCoordinate 1956188.01191143 | Foot Tolerance : 150 | County : Cook | Intersection Related: All Cases | *See Notes at End of Report.

TOTAL CRASHES	FATAL CRASHES	A INJURY CRASHES	B INJURY CRASHES	C INJURY CRASHES	PROPERTY DAMAGE CRASHES	TOTAL KILLED	TOTAL INJURED	A INJURIES	B INJURIES	C INJURIES
1	0	0	1	0	0	0	2	0	2	0

Type of Crash	*Total*	*%*
Head On	1	100.0%
TOTAL:	***1***	

Dayof Wk	*Total*	*%*
Monday	1	100.0%
TOTAL:	***1***	

Hour of Day	*Total*	*%*
5 PM	1	100.0%
TOTAL:	***1***	

Vehicle Type	*Total*	*%*
Passenger	2	100.0%
TOTAL:	***2***	

Weather Cond	*Total*	*%*
Clear	1	100.0%
TOTAL:	***1***	

Light Cond	*Total*	*%*
Daylight	1	100.0%
TOTAL:	***1***	

Road Surface	*Total*	*%*
Dry	1	100.0%
TOTAL:	***1***	

DIRP	*Total*	*%*
East	1	50.0%
West	1	50.0%
TOTAL:	***2***	

Coordinate Collision Diagram Report

1/1/2011 to 12/31/2011

For XCoordinate 2957206.39263467 : YCoordinate 1956188.01191143 | Foot Tolerance : 150 | County : Cook | Intersection Related: All Cases | *See Notes at End of Report.

Notes

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Coordinate Collision Diagram Report

1/1/2012 to 12/31/2012

For XCoordinate 2957206.39263467 : YCoordinate 1956188.01191143 | Foot Tolerance : 150 | County : Cook | Intersection Related: All Cases | *See Notes at End of Report.

Date	Weather	Roadway	------ A	Injuries B	------ C	Killed	Type of Crash	Light Condition	Mile	XCoordinate YCoordinate	Vehicle Type	DIRP	Maneuver	Event 1	Loc 1	Event 2	Loc 2	Event 3	Loc 3	Unit
201201237686																				
6/19/2012 12:53 PM	Clear	Dry	0	0	0	0	Rear End	Daylight	0.00	2957096.66027915 1956189.86942749										
											Passenger	West	Slow/Stop In Traffic	Motor Vehicle In Traffic	On Pavement (Roadway)	(UNK)	(UNK)	(UNK)	(UNK)	1
											Passenger	West	Slow/Stop In Traffic	Motor Vehicle In Traffic	On Pavement (Roadway)	(UNK)	(UNK)	(UNK)	(UNK)	2
201201382028																				
10/15/2012 12:35 PM	Clear	Dry	0	0	0	0	Parked Motor Vehicle	Daylight	0.00	2957276.74056607 1956194.43093772										
											Truck Single Unit	West	Straight Ahead	Hit Parked Vehicle	Off Pavement - Right	(UNK)	(UNK)	(UNK)	(UNK)	1
											Pickup	West	Parked	Motor Vehicle In Traffic	Off Pavement - Right	(UNK)	(UNK)	(UNK)	(UNK)	2
201201389224																				
10/24/2012 9:05 AM	Clear	Wet	0	0	0	0	Rear End	Daylight	0.00	2957201.31784167 1956192.52043259										
											Passenger	West	Slow/Stop - Right Turn	Motor Vehicle In Traffic	Intersection	(UNK)	(UNK)	(UNK)	(UNK)	1
											Passenger	West	Slow/Stop - Right Turn	Motor Vehicle In Traffic	Intersection	(UNK)	(UNK)	(UNK)	(UNK)	2
201201394595																				
10/31/2012 8:50 AM	Clear	Dry	0	0	0	0	Turning	Daylight	0.00	2957201.31784167 1956192.52043259										
											Passenger	Southeast	Turning Left	Motor Vehicle In Traffic	On Pavement (Roadway)	(UNK)	(UNK)	(UNK)	(UNK)	1
											Pickup	West	Straight Ahead	Motor Vehicle In Traffic	On Pavement (Roadway)	(UNK)	(UNK)	(UNK)	(UNK)	2

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Coordinate Collision Diagram Report

1/1/2012 to 12/31/2012

For XCoordinate 2957206.39263467 : YCoordinate 1956188.01191143 | Foot Tolerance : 150 | County : Cook | Intersection Related: All Cases | *See Notes at End of Report.

TOTAL CRASHES	FATAL CRASHES	A INJURY CRASHES	B INJURY CRASHES	C INJURY CRASHES	PROPERTY DAMAGE CRASHES	TOTAL KILLED	TOTAL INJURED	A INJURIES	B INJURIES	C INJURIES
4	0	0	0	0	4	0	0	0	0	0

Type of Crash	*Total*	*%*
Parked Motor Vehicle	1	25.0%
Rear End	2	50.0%
Turning	1	25.0%
TOTAL:	***4***	

Dayof Wk	*Total*	*%*
Monday	1	25.0%
Tuesday	1	25.0%
Wednesday	2	50.0%
TOTAL:	***4***	

Hour of Day	*Total*	*%*
08 AM	1	25.0%
09 AM	1	25.0%
Noon	2	50.0%
TOTAL:	***4***	

Vehicle Type	*Total*	*%*
Passenger	5	62.5%
Pickup	2	25.0%
Truck Single Unit	1	12.5%
TOTAL:	***8***	

Weather Cond	*Total*	*%*
Clear	4	100.0%
TOTAL:	***4***	

Light Cond	*Total*	*%*
Daylight	4	100.0%
TOTAL:	***4***	

Road Surface	*Total*	*%*
Dry	3	75.0%
Wet	1	25.0%
TOTAL:	***4***	

DIRP	*Total*	*%*
Southeast	1	12.5%
West	7	87.5%
TOTAL:	***8***	

Coordinate Collision Diagram Report

1/1/2012 to 12/31/2012

For XCoordinate 2957206.39263467 : YCoordinate 1956188.01191143 | Foot Tolerance : 150 | County : Cook | Intersection Related: All Cases | *See Notes at End of Report.

Notes

Calendar data selections include data based on the date of the crash. Year selections include data based on the Statistical year in which the crash was processed

Illinois Department of Transportation
Division of Traffic Safety

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Coordinate Collision Diagram Report

1/1/2013 to 12/31/2013

For XCoordinate 2957206.39263467 : YCoordinate 1956188.01191143 | Foot Tolerance : 150 | County : Cook | Intersection Related: All Cases | *See Notes at End of Report.

Date	Weather	Roadway	Injuries A	Injuries B	Injuries C	Killed	Type of Crash	Light Condition	Mile	XCoordinate YCoordinate	Vehicle Type	DIRP	Maneuver	Event 1	Loc 1	Event 2	Loc 2	Event 3	Loc 3	Unit
201301145971																				
7/3/2013 11:43 PM	Fog/Smoke/Haze	Wet	0	0	0	0	Rear End	Darkness, Lighted Road	0.00	2957201.31784167 1956192.52043259										
											SUV	East	Straight Ahead	Motor Vehicle In Traffic	On Pavement (Roadway)	(UNK)	(UNK)	(UNK)	(UNK)	1
											SUV	East	Slow/Stop - Left Turn	Motor Vehicle In Traffic	On Pavement (Roadway)	(UNK)	(UNK)	(UNK)	(UNK)	2
201301412288																				
12/9/2013 2:04 PM	Rain	Ice	0	0	0	0	Sideswipe Same Direction	Daylight	0.00	2957152.18427677 1956191.275884										
											SUV	West	Straight Ahead	Motor Vehicle In Traffic	On Pavement (Roadway)	(UNK)	(UNK)	(UNK)	(UNK)	1
											Van/Mini-Van	West	Straight Ahead	Motor Vehicle In Traffic	On Pavement (Roadway)	(UNK)	(UNK)	(UNK)	(UNK)	2
201301422524																				
12/18/2013 8:35 AM	Clear	Dry	0	0	0	0	Turning	Daylight	0.00	2957201.31726017 1956192.6741144										
											Passenger	West	Turning Left	Motor Vehicle In Traffic	On Pavement (Roadway)	(UNK)	(UNK)	(UNK)	(UNK)	1
											Passenger	East	Turning Left	Motor Vehicle In Traffic	On Pavement (Roadway)	(UNK)	(UNK)	(UNK)	(UNK)	2

Illinois Department of Transportation
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Coordinate Collision Diagram Report

1/1/2013 to 12/31/2013

For XCoordinate 2957206.39263467 : YCoordinate 1956188.01191143 | Foot Tolerance : 150 | County : Cook | Intersection Related: All Cases | *See Notes at End of Report.

TOTAL CRASHES	FATAL CRASHES	A INJURY CRASHES	B INJURY CRASHES	C INJURY CRASHES	PROPERTY DAMAGE CRASHES	TOTAL KILLED	TOTAL INJURED	A INJURIES	B INJURIES	C INJURIES
3	0	0	0	0	3	0	0	0	0	0

Type of Crash	***Total***	***%***
Rear End	1	33.3%
Sideswipe Same Direction	1	33.3%
Turning	1	33.3%
TOTAL:	***3***	

Dayof Wk	***Total***	***%***
Monday	1	33.3%
Wednesday	2	66.7%
TOTAL:	***3***	

Hour of Day	***Total***	***%***
08 AM	1	33.3%
2 PM	1	33.3%
11 PM	1	33.3%
TOTAL:	***3***	

Vehicle Type	***Total***	***%***
Passenger	2	33.3%
SUV	3	50.0%
Van/Mini-Van	1	16.7%
TOTAL:	***6***	

Weather Cond	***Total***	***%***
Clear	1	33.3%
Fog/Smoke/Haze	1	33.3%
Rain	1	33.3%
TOTAL:	***3***	

Light Cond	***Total***	***%***
Darkness, Lighted Road	1	33.3%
Daylight	2	66.7%
TOTAL:	***3***	

Road Surface	***Total***	***%***
Dry	1	33.3%
Ice	1	33.3%
Wet	1	33.3%
TOTAL:	***3***	

DIRP	***Total***	***%***
East	3	50.0%
West	3	50.0%
TOTAL:	***6***	

Coordinate Collision Diagram Report

1/1/2013 to 12/31/2013

For XCoordinate 2957206.39263467 : YCoordinate 1956188.01191143 | Foot Tolerance : 150 | County : Cook | Intersection Related: All Cases | *See Notes at End of Report.

Notes

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Illinois Department of Transportation
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Coordinate Collision Diagram Report

1/1/2014 to 12/31/2014

For XCoordinate 2957206.39263467 : YCoordinate 1956188.01191143 | Foot Tolerance : 150 | County : Cook | Intersection Related: All Cases | *See Notes at End of Report.

Date	Weather	Roadway	------ A	Injuries B	------ C	Killed	Type of Crash	Light Condition	Mile	XCoordinate YCoordinate	Vehicle Type	DIRP	Maneuver	Event 1	Loc 1	Event 2	Loc 2	Event 3	Loc 3	Unit
201400024376																				
2/12/2014 3:10 PM	Clear	Dry	0	0	0	0	Rear End	Daylight	0.00	2957287.27292517 1956194.69772901										
											Passenger	West	Straight Ahead	Motor Vehicle In Traffic	On Pavement (Roadway)	(UNK)	(UNK)	(UNK)	(UNK)	1
											Van/Mini-Van	West	Slow/Stop In Traffic	Motor Vehicle In Traffic	On Pavement (Roadway)	(UNK)	(UNK)	(UNK)	(UNK)	2
											SUV	West	Slow/Stop In Traffic	Motor Vehicle In Traffic	On Pavement (Roadway)	(UNK)	(UNK)	(UNK)	(UNK)	3
201400146658																				
8/9/2014 11:35 AM	Clear	Dry	0	0	0	0	Turning	Daylight	0.00	2957201.31469144 1956193.35299526										
											SUV	Northeast	Turning Left	Motor Vehicle In Traffic	Intersection	(UNK)	(UNK)	(UNK)	(UNK)	1
											Passenger	West	Straight Ahead	Motor Vehicle In Traffic	Intersection	(UNK)	(UNK)	(UNK)	(UNK)	2
201400236554																				
9/26/2014 3:10 PM	Clear	Dry	0	0	0	0	Turning	Daylight	0.00	2957201.31449232 1956193.40562										
											Passenger	Southeast	Turning Left	Motor Vehicle In Traffic	On Pavement (Roadway)	(UNK)	(UNK)	(UNK)	(UNK)	1
											Passenger	Northwest	Turning Left	Motor Vehicle In Traffic	On Pavement (Roadway)	(UNK)	(UNK)	(UNK)	(UNK)	2
201400304232																				
11/22/2014 10:56 AM	Clear	Wet	0	0	0	0	Rear End	Daylight	0.00	2957155.22454491 1956191.35289371										
											Passenger	East	Straight Ahead	Motor Vehicle In Traffic	On Pavement (Roadway)	(UNK)	(UNK)	(UNK)	(UNK)	1
											Passenger	East	Slow/Stop In Traffic	Motor Vehicle In Traffic	On Pavement (Roadway)	(UNK)	(UNK)	(UNK)	(UNK)	2

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Coordinate Collision Diagram Report

1/1/2014 to 12/31/2014

For XCoordinate 2957206.39263467 : YCoordinate 1956188.01191143 | Foot Tolerance : 150 | County : Cook | Intersection Related: All Cases | *See Notes at End of Report.

TOTAL CRASHES	FATAL CRASHES	A INJURY CRASHES	B INJURY CRASHES	C INJURY CRASHES	PROPERTY DAMAGE CRASHES	TOTAL KILLED	TOTAL INJURED	A INJURIES	B INJURIES	C INJURIES
4	0	0	0	0	4	0	0	0	0	0

Type of Crash	*Total*	*%*
Rear End	2	50.0%
Turning	2	50.0%
TOTAL:	***4***	

Dayof Wk	*Total*	*%*
Wednesday	1	25.0%
Friday	1	25.0%
Saturday	2	50.0%
TOTAL:	***4***	

Hour of Day	*Total*	*%*
10 AM	1	25.0%
11 AM	1	25.0%
3 PM	2	50.0%
TOTAL:	***4***	

Vehicle Type	*Total*	*%*
Passenger	6	66.7%
SUV	2	22.2%
Van/Mini-Van	1	11.1%
TOTAL:	***9***	

Weather Cond	*Total*	*%*
Clear	4	100.0%
TOTAL:	***4***	

Light Cond	*Total*	*%*
Daylight	4	100.0%
TOTAL:	***4***	

Road Surface	*Total*	*%*
Dry	3	75.0%
Wet	1	25.0%
TOTAL:	***4***	

DIRP	*Total*	*%*
East	2	22.2%
Northeast	1	11.1%
Northwest	1	11.1%
Southeast	1	11.1%
West	4	44.4%
TOTAL:	***9***	

Coordinate Collision Diagram Report

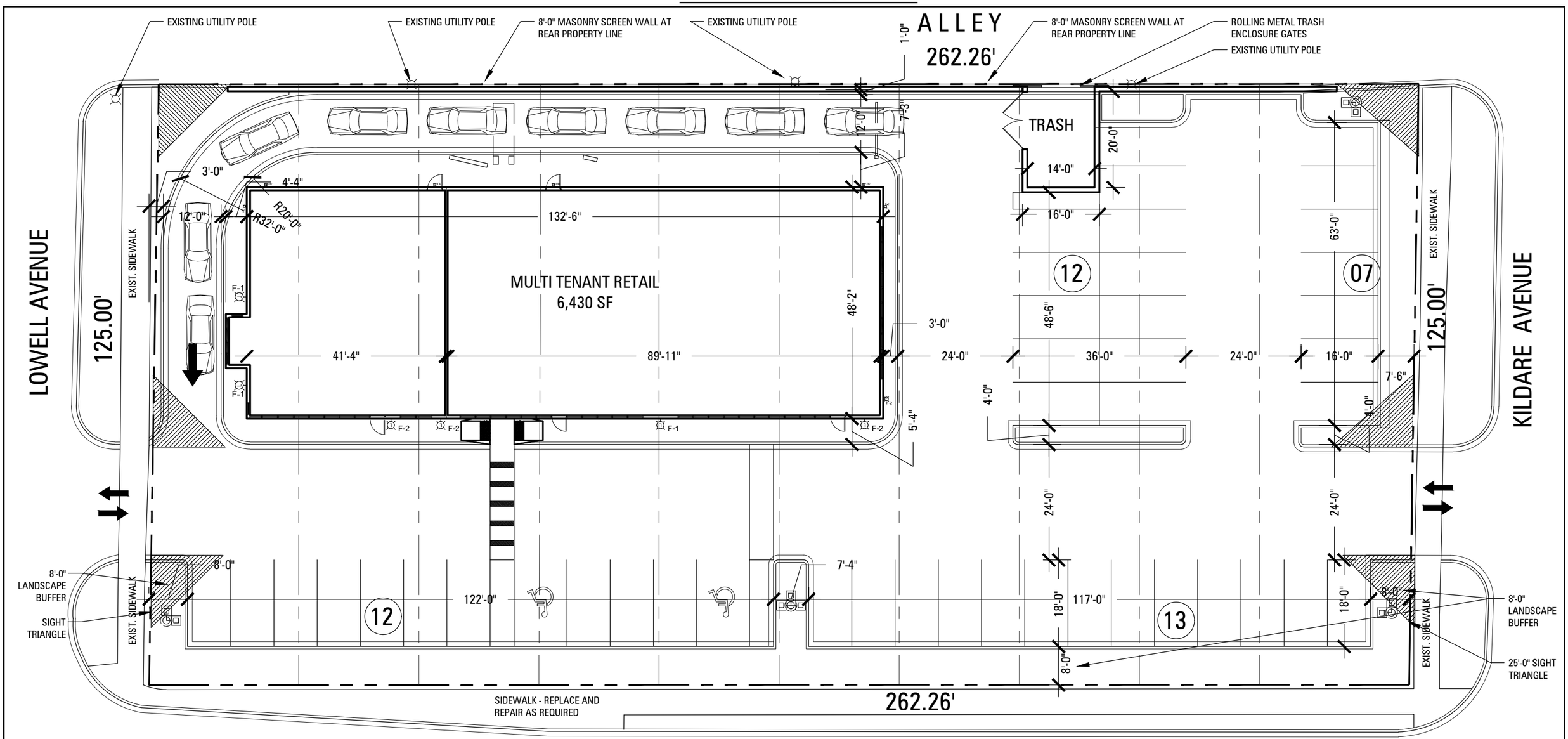
1/1/2014 to 12/31/2014

For XCoordinate 2957206.39263467 : YCoordinate 1956188.01191143 | Foot Tolerance : 150 | County : Cook | Intersection Related: All Cases | *See Notes at End of Report.

Notes

Calendar data selections include data based on the date of the crash. Year selections include data based on the Statistical year in which the crash was processed

Site Plan



TOUHY AVENUE

01	SITE PLAN SCALE: 1" = 20'-0"	1

HAGUE ARCHITECTURE
418 CLINTON PLACE
RIVER FOREST, ILLINOIS
60305
708.771.3900

RADLER PLAZA

4320 W TOUHY AVENUE
LINCOLNWOOD, ILLINOIS

ARCHITECTURAL SITE PLAN

ALTERNATE SITE PLAN

A-09

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CMAP 2040 Projections Letter

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Chicago Metropolitan Agency for Planning

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

312 454 0400
www.cmap.illinois.gov

July 14, 2016

Brendan May
Kenig, Lindgren, O'Hara and Aboona, Inc.
9575 West Higgins Rd
Suite 400
Rosemont, IL 60018

Subject: Touhy Avenue east of Lincoln Avenue

Dear Mr. May:

In response to a request made on your behalf and dated July 13, 2016, we have developed a year 2040 average daily traffic (ADT) projection of 29,000 for the subject location.

Traffic projections are developed using existing ADT data provided in the request letter and the results from the March 2016 CMAP Travel Demand Analysis. The regional travel model uses CMAP 2040 socioeconomic projections and assumes the implementation of the GO TO 2040 Comprehensive Regional Plan for the Northeastern Illinois area.

If you have any questions, please call me at (312) 386-8806.

Sincerely,

Jose Rodriguez, PTP, AICP
Senior Planner, Research & Analysis

cc: Fortmann (IDOT)
S:\AdminGroups\ResearchAnalysis\SmallAreaTrafficForecasts_CY16\Lincolnwood\ck-53-16\ck-53-16.docx

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Level of Service Criteria

LEVEL OF SERVICE CRITERIA

Unsignalized Intersections

Level of Service	Average Total Delay (SEC/VEH)
A	0 - 10
B	> 10 - 15
C	> 15 - 25
D	> 25 - 35
E	> 35 - 50
F	> 50

Source: *Highway Capacity Manual*, 2010.

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Capacity Analysis Summary Sheet

HCS 2010 Two-Way Stop Control Summary Report

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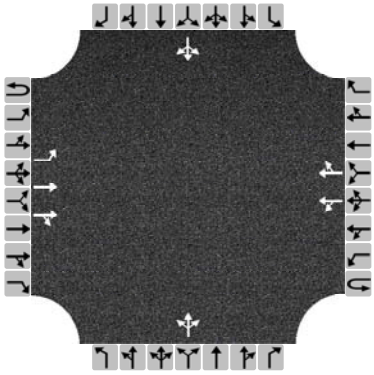
General Information

Analyst	BSM
Agency/Co.	KLOA, Inc.
Date Performed	7/14/2016
Analysis Year	2016
Time Analyzed	AM Existing Peak Hour
Intersection Orientation	East-West
Project Description	16-133

Site Information

Intersection	Touhy with Lowell
Jurisdiction	IDOT
East/West Street	Touhy Avenue
North/South Street	Lowell Avenue
Peak Hour Factor	0.96
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	0	2	0		0	1	0		0	1	0
Configuration		L	T	TR		LT		TR			LTR				LTR	
Volume (veh/h)		44	1098	1		3	861	37		0	0	0		4	0	15
Percent Heavy Vehicles		2				0				0	0	0		0	0	0
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)		46				452									20	
Capacity		728				618									280	
v/c Ratio		0.06				0.73									0.07	
95% Queue Length		0.2				0.0									0.2	
Control Delay (s/veh)		10.3				10.9					5.0				18.9	
Level of Service (LOS)		B				B					A				C	
Approach Delay (s/veh)	0.4				0.1				5.0				18.9			
Approach LOS									A				C			

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HCS 2010 Two-Way Stop Control Summary Report

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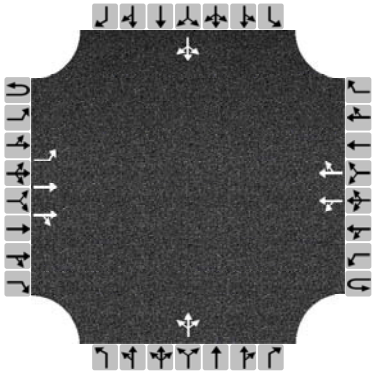
General Information

Analyst	BSM
Agency/Co.	KLOA, Inc.
Date Performed	7/14/2016
Analysis Year	2016
Time Analyzed	PM Existing Peak Hour
Intersection Orientation	East-West
Project Description	16-133

Site Information

Intersection	Touhy with Lowell
Jurisdiction	IDOT
East/West Street	Touhy Avenue
North/South Street	Lowell Avenue
Peak Hour Factor	0.96
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	0	2	0		0	1	0		0	1	0
Configuration		L	T	TR		LT		TR			LTR				LTR	
Volume (veh/h)		32	1200	2		5	1073	37		0	0	1		2	0	16
Percent Heavy Vehicles		0				0				0	0	0		0	0	0
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)		33				564					1				19	
Capacity		611				563					432				234	
v/c Ratio		0.05				1.00					0.00				0.08	
95% Queue Length		0.2				0.0					0.0				0.3	
Control Delay (s/veh)		11.2				11.5					13.4				21.7	
Level of Service (LOS)		B				B					B				C	
Approach Delay (s/veh)	0.3				0.2				13.4				21.7			
Approach LOS									B				C			

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HCS 2010 Two-Way Stop Control Summary Report

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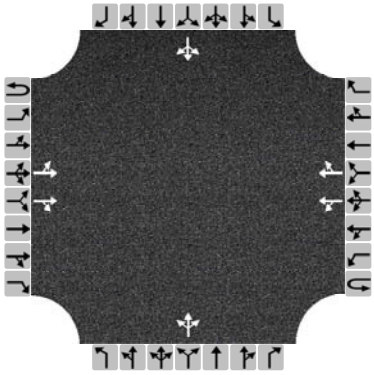
General Information

Analyst	BSM
Agency/Co.	KLOA, Inc.
Date Performed	7/14/2016
Analysis Year	2016
Time Analyzed	AM Existing Peak Hour
Intersection Orientation	East-West
Project Description	16-133

Site Information

Intersection	Touhy with Kildare
Jurisdiction	IDOT
East/West Street	Touhy Avenue
North/South Street	Kildare Avenue
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	2	0		0	1	0		0	1	0
Configuration		LT		TR		LT		TR			LTR				LTR	
Volume (veh/h)		2	1092	8		1	893	12		2	0	7		9	0	6
Percent Heavy Vehicles		0				0				0	0	0		0	0	17
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)		577				471					9				15	
Capacity		729				611					201				121	
v/c Ratio		0.79				0.77					0.04				0.12	
95% Queue Length		0.0				0.0					0.1				0.4	
Control Delay (s/veh)		9.9				10.9					23.7				39.1	
Level of Service (LOS)		A				B					C				E	
Approach Delay (s/veh)	0.1				0.0				23.7				39.1			
Approach LOS									C				E			

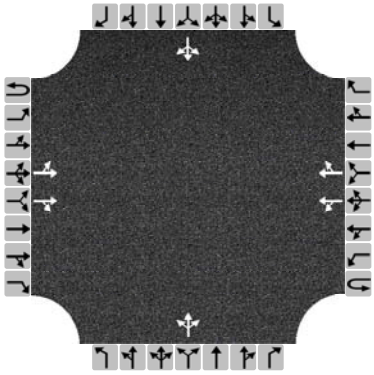
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HCS 2010 Two-Way Stop Control Summary Report

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General Information		Site Information	
Analyst	BSM	Intersection	Touhy with Kildare
Agency/Co.	KLOA, Inc.	Jurisdiction	IDOT
Date Performed	7/14/2016	East/West Street	Touhy Avenue
Analysis Year	2016	North/South Street	Kildare Avenue
Time Analyzed	PM Existing Peak Hour	Peak Hour Factor	0.93
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	16-133		

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	2	0		0	1	0		0	1	0
Configuration		LT		TR		LT		TR			LTR				LTR	
Volume (veh/h)		7	1189	7		1	1104	14		7	1	3		3	0	4
Percent Heavy Vehicles		0				0				0	0	0		0	0	0
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)		647				595					12				7	
Capacity		588				546					51				90	
v/c Ratio		1.10				1.09					0.24				0.08	
95% Queue Length		0.0				0.0					0.8				0.2	
Control Delay (s/veh)		11.2				11.6					96.7				48.5	
Level of Service (LOS)		B				B					F				E	
Approach Delay (s/veh)	0.3				0.0				96.7				48.5			
Approach LOS									F				E			

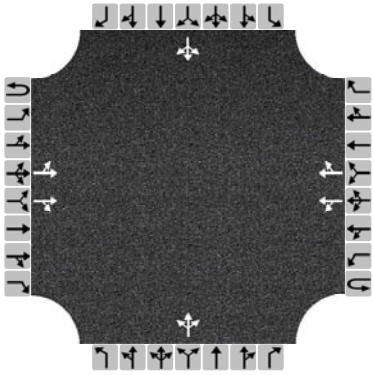
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HCS 2010 Two-Way Stop Control Summary Report

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General Information		Site Information	
Analyst	BSM	Intersection	Touhy with Tripp
Agency/Co.	KLOA, Inc.	Jurisdiction	IDOT
Date Performed	7/14/2016	East/West Street	Touhy Avenue
Analysis Year	2016	North/South Street	Tripp Avenue
Time Analyzed	AM Existing Peak Hour	Peak Hour Factor	0.97
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	16-133		

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	2	0		0	1	0		0	1	0
Configuration		LT		TR		LT		TR			LTR				LTR	
Volume (veh/h)		5	1087	16		7	899	7		2	1	7		3	4	5
Percent Heavy Vehicles		0				0				0	0	0		0	0	0
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)		566				471					10				12	
Capacity		741				622					152				95	
v/c Ratio		0.76				0.76					0.07				0.13	
95% Queue Length		0.0				0.0					0.2				0.4	
Control Delay (s/veh)		9.9				10.9					30.4				48.1	
Level of Service (LOS)		A				B					D				E	
Approach Delay (s/veh)	0.1				0.2				30.4				48.1			
Approach LOS									D				E			

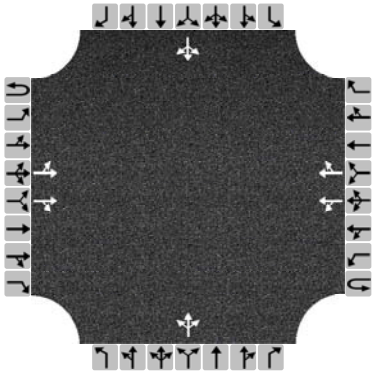
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HCS 2010 Two-Way Stop Control Summary Report

Return to VB Agenda

General Information		Site Information	
Analyst	BSM	Intersection	Touhy with Tripp
Agency/Co.	KLOA, Inc.	Jurisdiction	IDOT
Date Performed	7/14/2016	East/West Street	Touhy Avenue
Analysis Year	2016	North/South Street	Tripp Avenue
Time Analyzed	PM Existing Peak Hour	Peak Hour Factor	0.96
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	16-133		

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	2	0		0	1	0		0	1	0
Configuration		LT		TR		LT		TR			LTR				LTR	
Volume (veh/h)		8	1177	10		8	1104	8		7	2	13		2	2	8
Percent Heavy Vehicles		0				0				0	0	0		0	0	0
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)		621				583					23				12	
Capacity		611				571					87				93	
v/c Ratio		1.02				1.02					0.26				0.13	
95% Queue Length		0.0				0.0					1.0				0.4	
Control Delay (s/veh)		11.0				11.4					60.8				49.2	
Level of Service (LOS)		B				B					F				E	
Approach Delay (s/veh)	0.3				0.3				60.8				49.2			
Approach LOS									F				E			

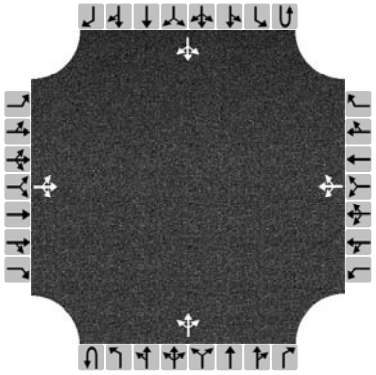
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HCS 2010 Two-Way Stop Control Summary Report

Return to VB Agenda

General Information		Site Information	
Analyst	BSM	Intersection	Chase with Lowell
Agency/Co.	KLOA, Inc.	Jurisdiction	IDOT
Date Performed	7/14/2016	East/West Street	Chase Avenue
Analysis Year	2016	North/South Street	Lowell Avenue
Time Analyzed	AM Existing Peak Hour	Peak Hour Factor	0.82
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	16-133		

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		2	6	5		3	8	1		9	19	0		0	12	0
Percent Heavy Vehicles		0	0	0		0	0	0		0				0		
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)			15				15			11						
Capacity			924				864			1616				1605		
v/c Ratio			0.02				0.02			0.01						
95% Queue Length			0.0				0.1			0.0						
Control Delay (s/veh)			9.0				9.2			7.2				7.2		
Level of Service (LOS)			A				A			A				A		
Approach Delay (s/veh)	9.0				9.2				2.4							
Approach LOS	A				A											

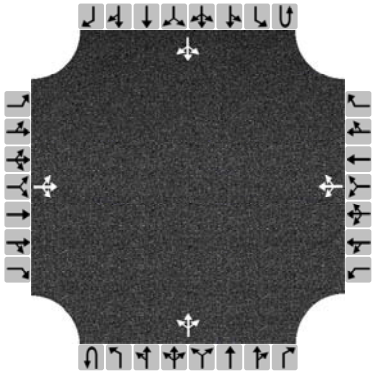
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General Information		Site Information	
Analyst	BSM	Intersection	Chase with Lowell
Agency/Co.	KLOA, Inc.	Jurisdiction	IDOT
Date Performed	7/14/2016	East/West Street	Chase Avenue
Analysis Year	2016	North/South Street	Lowell Avenue
Time Analyzed	PM Existing Peak Hour	Peak Hour Factor	0.86
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	16-133		

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		1	25	3		1	20	3		10	30	7		2	5	0
Percent Heavy Vehicles		0	0	0		0	5	0		0				0		
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)			33				27			12				2		
Capacity			831				828			1628				1579		
v/c Ratio			0.04				0.03			0.01				0.00		
95% Queue Length			0.1				0.1			0.0				0.0		
Control Delay (s/veh)			9.5				9.5			7.2				7.3		
Level of Service (LOS)			A				A			A				A		
Approach Delay (s/veh)	9.5				9.5				1.6				1.8			
Approach LOS	A				A											

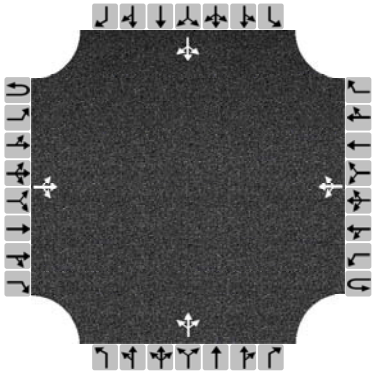
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HCS 2010 Two-Way Stop Control Summary Report

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General Information		Site Information	
Analyst	BSM	Intersection	Chase with Kildare
Agency/Co.	KLOA, Inc.	Jurisdiction	IDOT
Date Performed	7/14/2016	East/West Street	Chase Avenue
Analysis Year	2016	North/South Street	Kildare Avenue
Time Analyzed	AM Existing Peak Hour	Peak Hour Factor	0.86
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	16-133		

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		0	5	1		2	9	1		2	2	1		1	6	1
Percent Heavy Vehicles		0				0				0	0	0		0	0	0
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)						2					5				9	
Capacity		1622				1627					953				905	
v/c Ratio						0.00					0.01				0.01	
95% Queue Length						0.0					0.0				0.0	
Control Delay (s/veh)		7.2				7.2					8.8				9.0	
Level of Service (LOS)		A				A					A				A	
Approach Delay (s/veh)					1.1				8.8				9.0			
Approach LOS									A				A			

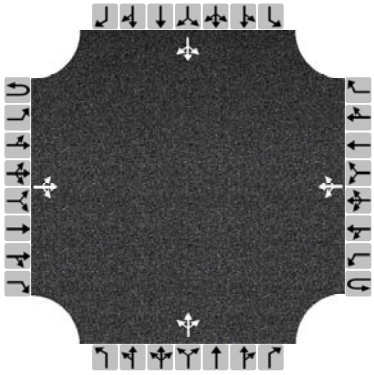
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General Information		Site Information	
Analyst	BSM	Intersection	Chase with Kildare
Agency/Co.	KLOA, Inc.	Jurisdiction	IDOT
Date Performed	7/14/2016	East/West Street	Chase Avenue
Analysis Year	2016	North/South Street	Kildare Avenue
Time Analyzed	PM Existing Peak Hour	Peak Hour Factor	0.74
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	16-133		

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		3	29	2		2	12	2		10	13	1		2	5	2
Percent Heavy Vehicles		0				0				0	0	0		0	0	0
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)		4				3					33				13	
Capacity		1611				1580					858				881	
v/c Ratio		0.00				0.00					0.04				0.01	
95% Queue Length		0.0				0.0					0.1				0.0	
Control Delay (s/veh)		7.2				7.3					9.4				9.1	
Level of Service (LOS)		A				A					A				A	
Approach Delay (s/veh)	0.6				1.0				9.4				9.1			
Approach LOS									A				A			

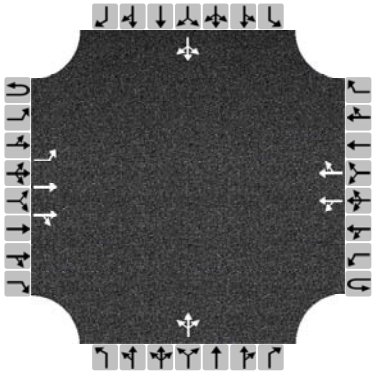
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General Information		Site Information	
Analyst	BSM	Intersection	Touhy with Lowell
Agency/Co.	KLOA, Inc.	Jurisdiction	IDOT
Date Performed	7/14/2016	East/West Street	Touhy Avenue
Analysis Year	2022	North/South Street	Lowell Avenue
Time Analyzed	AM Projected Peak Hour	Peak Hour Factor	0.96
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	16-133		

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	0	2	0		0	1	0		0	1	0
Configuration		L	T	TR		LT		TR			LTR				LTR	
Volume (veh/h)		76	1100	1		3	870	55		0	0	0		4	0	34
Percent Heavy Vehicles		2				0				0	0	0		0	0	0
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)		79				456									39	
Capacity		711				617									336	
v/c Ratio		0.11				0.74									0.12	
95% Queue Length		0.4				0.0									0.4	
Control Delay (s/veh)		10.7				10.9					5.0				17.1	
Level of Service (LOS)		B				B					A				C	
Approach Delay (s/veh)	0.7				0.1				5.0				17.1			
Approach LOS									A				C			

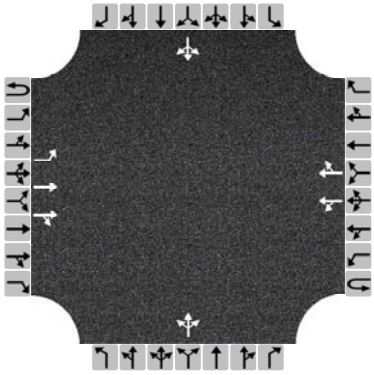
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Return to VB Agenda

General Information		Site Information	
Analyst	BSM	Intersection	Touhy with Lowell
Agency/Co.	KLOA, Inc.	Jurisdiction	IDOT
Date Performed	7/14/2016	East/West Street	Touhy Avenue
Analysis Year	2022	North/South Street	Lowell Avenue
Time Analyzed	PM Projected Peak Hour	Peak Hour Factor	0.96
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	16-133		

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	0	2	0		0	1	0		0	1	0
Configuration		L	T	TR		LT		TR			LTR				LTR	
Volume (veh/h)		46	1212	2		5	1089	45		0	0	1		2	0	25
Percent Heavy Vehicles		0				0				0	0	0		0	0	0
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)		48				572					1				28	
Capacity		599				557					428				262	
v/c Ratio		0.08				1.03					0.00				0.11	
95% Queue Length		0.3				0.0					0.0				0.4	
Control Delay (s/veh)		11.5				11.5					13.4				20.4	
Level of Service (LOS)		B				B					B				C	
Approach Delay (s/veh)	0.4				0.2				13.4				20.4			
Approach LOS									B				C			

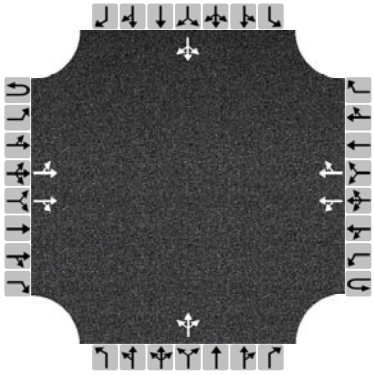
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General Information		Site Information	
Analyst	BSM	Intersection	Touhy with Kildare
Agency/Co.	KLOA, Inc.	Jurisdiction	IDOT
Date Performed	7/14/2016	East/West Street	Touhy Avenue
Analysis Year	2022	North/South Street	Kildare Avenue
Time Analyzed	AM Projected Peak Hour	Peak Hour Factor	0.95
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	16-133		

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	2	0		0	1	0		0	1	0
Configuration		LT		TR		LT		TR			LTR				LTR	
Volume (veh/h)		19	1084	8		1	893	43		2	0	7		55	0	33
Percent Heavy Vehicles		0				0				0	0	0		0	0	5
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)		591				471					9				93	
Capacity		709				616					180				103	
v/c Ratio		0.83				0.77					0.05				0.90	
95% Queue Length		0.1				0.0					0.2				5.3	
Control Delay (s/veh)		10.2				10.9					26.0				137.9	
Level of Service (LOS)		B				B					D				F	
Approach Delay (s/veh)	0.6				0.0				26.0				137.9			
Approach LOS									D				F			

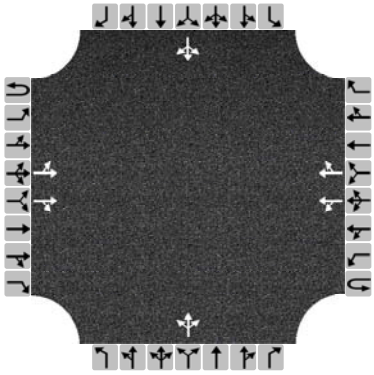
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General Information		Site Information	
Analyst	BSM	Intersection	Touhy with Kildare
Agency/Co.	KLOA, Inc.	Jurisdiction	IDOT
Date Performed	7/14/2016	East/West Street	Touhy Avenue
Analysis Year	2022	North/South Street	Kildare Avenue
Time Analyzed	PM Projected Peak Hour	Peak Hour Factor	0.93
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	16-133		

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	2	0		0	1	0		0	1	0
Configuration		LT		TR		LT		TR			LTR				LTR	
Volume (veh/h)		14	1198	7		1	1115	28		7	1	3		25	0	17
Percent Heavy Vehicles		0				0				0	0	0		0	0	0
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)		659				601					12				45	
Capacity		574				542					45				61	
v/c Ratio		1.15				1.11					0.27				0.73	
95% Queue Length		0.1				0.0					0.9				3.2	
Control Delay (s/veh)		11.4				11.7					111.9				155.2	
Level of Service (LOS)		B				B					F				F	
Approach Delay (s/veh)	0.6				0.0				111.9				155.2			
Approach LOS									F				F			

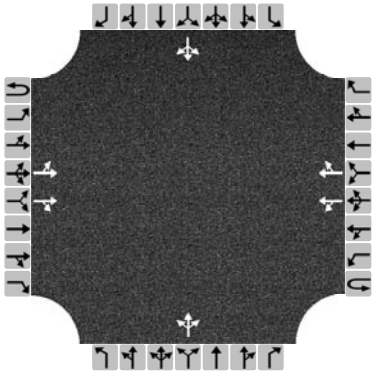
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HCS 2010 Two-Way Stop Control Summary Report

Return to VB Agenda

General Information		Site Information	
Analyst	BSM	Intersection	Touhy with Tripp
Agency/Co.	KLOA, Inc.	Jurisdiction	IDOT
Date Performed	7/14/2016	East/West Street	Touhy Avenue
Analysis Year	2022	North/South Street	Tripp Avenue
Time Analyzed	AM Projected Peak Hour	Peak Hour Factor	0.97
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	16-133		

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	2	0		0	1	0		0	1	0
Configuration		LT		TR		LT		TR			LTR				LTR	
Volume (veh/h)		5	1118	16		7	930	7		2	1	7		3	4	5
Percent Heavy Vehicles		0				0				0	0	0		0	0	0
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)		582				487					10				12	
Capacity		721				605					140				87	
v/c Ratio		0.81				0.80					0.07				0.14	
95% Queue Length		0.0				0.0					0.2				0.5	
Control Delay (s/veh)		10.0				11.0					32.6				52.7	
Level of Service (LOS)		B				B					D				F	
Approach Delay (s/veh)	0.1				0.2				32.6				52.7			
Approach LOS									D				F			

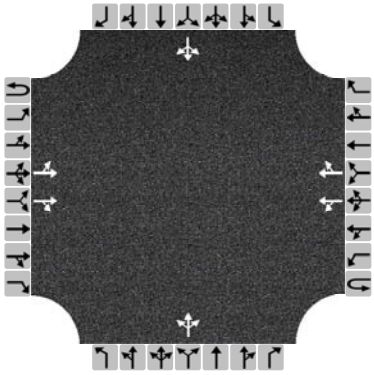
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Return to VB Agenda

General Information		Site Information	
Analyst	BSM	Intersection	Touhy with Tripp
Agency/Co.	KLOA, Inc.	Jurisdiction	IDOT
Date Performed	7/14/2016	East/West Street	Touhy Avenue
Analysis Year	2022	North/South Street	Tripp Avenue
Time Analyzed	PM Projected Peak Hour	Peak Hour Factor	0.96
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	16-133		

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	2	0		0	1	0		0	1	0
Configuration		LT		TR		LT		TR			LTR				LTR	
Volume (veh/h)		8	1204	10		8	1129	8		7	2	13		2	2	8
Percent Heavy Vehicles		0				0				0	0	0		0	0	0
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)		635				596					23				12	
Capacity		597				557					81				86	
v/c Ratio		1.06				1.07					0.29				0.14	
95% Queue Length		0.0				0.0					1.0				0.5	
Control Delay (s/veh)		11.1				11.6					66.7				53.2	
Level of Service (LOS)		B				B					F				F	
Approach Delay (s/veh)	0.3				0.3				66.7				53.2			
Approach LOS									F				F			

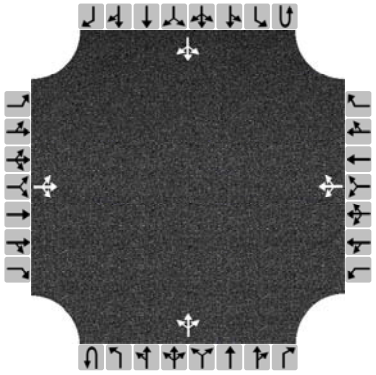
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HCS 2010 Two-Way Stop Control Summary Report

Return to VB Agenda

General Information		Site Information	
Analyst	BSM	Intersection	Chase with Lowell
Agency/Co.	KLOA, Inc.	Jurisdiction	IDOT
Date Performed	7/14/2016	East/West Street	Chase Avenue
Analysis Year	2022	North/South Street	Lowell Avenue
Time Analyzed	AM Projected Peak Hour	Peak Hour Factor	0.82
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	16-133		

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		2	6	5		3	8	1		9	21	0		0	14	0
Percent Heavy Vehicles		0	0	0		0	0	0		0				0		
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)			15				15			11						
Capacity			920				858			1614				1601		
v/c Ratio			0.02				0.02			0.01						
95% Queue Length			0.0				0.1			0.0						
Control Delay (s/veh)			9.0				9.3			7.2				7.2		
Level of Service (LOS)			A				A			A				A		
Approach Delay (s/veh)	9.0				9.3				2.2							
Approach LOS	A				A											

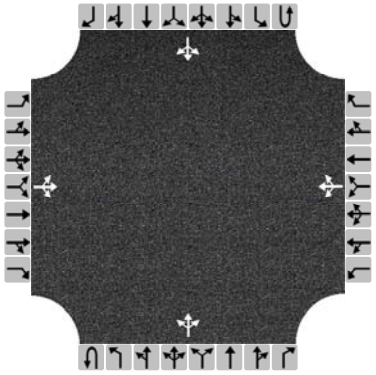
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HCS 2010 Two-Way Stop Control Summary Report

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General Information		Site Information	
Analyst	BSM	Intersection	Chase with Lowell
Agency/Co.	KLOA, Inc.	Jurisdiction	IDOT
Date Performed	7/14/2016	East/West Street	Chase Avenue
Analysis Year	2022	North/South Street	Lowell Avenue
Time Analyzed	PM Projected Peak Hour	Peak Hour Factor	0.86
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	16-133		

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		1	25	3		1	20	3		10	31	7		2	6	0
Percent Heavy Vehicles		0	0	0		0	5	0		0				0		
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)			33				27			12				2		
Capacity			829				826			1627				1578		
v/c Ratio			0.04				0.03			0.01				0.00		
95% Queue Length			0.1				0.1			0.0				0.0		
Control Delay (s/veh)			9.5				9.5			7.2				7.3		
Level of Service (LOS)			A				A			A				A		
Approach Delay (s/veh)	9.5				9.5				1.6				1.6			
Approach LOS	A				A											

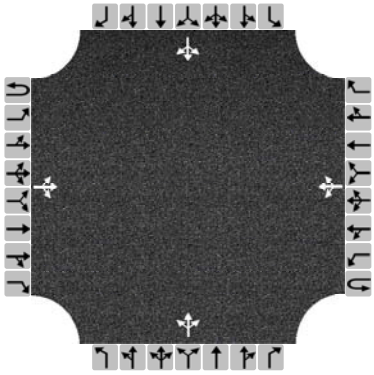
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General Information		Site Information	
Analyst	BSM	Intersection	Chase with Kildare
Agency/Co.	KLOA, Inc.	Jurisdiction	IDOT
Date Performed	7/14/2016	East/West Street	Chase Avenue
Analysis Year	2022	North/South Street	Kildare Avenue
Time Analyzed	AM Projected Peak Hour	Peak Hour Factor	0.86
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	16-133		

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		0	5	1		2	9	1		2	3	1		1	7	1
Percent Heavy Vehicles		0				0				0	0	0		0	0	0
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)						2					6				10	
Capacity		1622				1627					939				902	
v/c Ratio						0.00					0.01				0.01	
95% Queue Length						0.0					0.0				0.0	
Control Delay (s/veh)		7.2				7.2					8.9				9.0	
Level of Service (LOS)		A				A					A				A	
Approach Delay (s/veh)					1.1				8.9				9.0			
Approach LOS									A				A			

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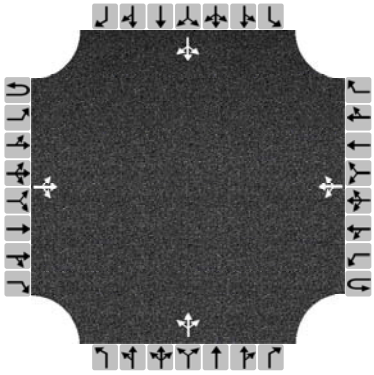
General Information

Analyst	BSM
Agency/Co.	KLOA, Inc.
Date Performed	7/14/2016
Analysis Year	2022
Time Analyzed	PM Projected Peak Hour
Intersection Orientation	East-West
Project Description	16-133

Site Information

Intersection	Chase with Kildare
Jurisdiction	IDOT
East/West Street	Chase Avenue
North/South Street	Kildare Avenue
Peak Hour Factor	0.74
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		3	29	2		2	12	2		10	14	1		2	6	2
Percent Heavy Vehicles		0				0				0	0	0		0	0	0
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)		4				3					34				14	
Capacity		1611				1580					856				876	
v/c Ratio		0.00				0.00					0.04				0.02	
95% Queue Length		0.0				0.0					0.1				0.0	
Control Delay (s/veh)		7.2				7.3					9.4				9.2	
Level of Service (LOS)		A				A					A				A	
Approach Delay (s/veh)	0.6				1.0				9.4				9.2			
Approach LOS									A				A			

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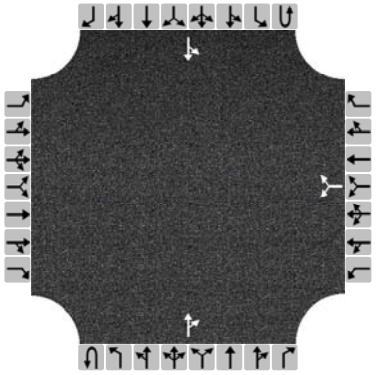
General Information

Analyst	BSM
Agency/Co.	KLOA, Inc.
Date Performed	7/14/2016
Analysis Year	2022
Time Analyzed	AM Projected Peak Hour
Intersection Orientation	North-South
Project Description	16-133

Site Information

Intersection	Lowell with Access Drive
Jurisdiction	Lincolnwood
East/West Street	Access Drive
North/South Street	Lowell Avenue
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						23		2			83	48		6	15	
Percent Heavy Vehicles						0		0						0		
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)							26							22		
Capacity							861							1458		
v/c Ratio							0.03							0.02		
95% Queue Length							0.1							0.0		
Control Delay (s/veh)							9.3							7.5		
Level of Service (LOS)							A							A		
Approach Delay (s/veh)					9.3								2.1			
Approach LOS					A											

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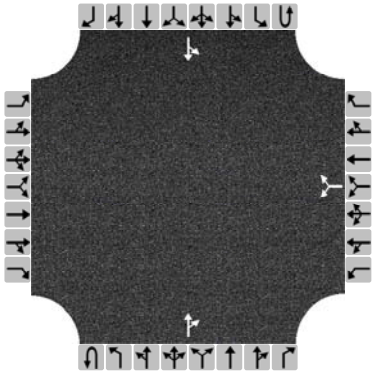
General Information

Analyst	BSM
Agency/Co.	KLOA, Inc.
Date Performed	7/14/2016
Analysis Year	2022
Time Analyzed	PM Projected Peak Hour
Intersection Orientation	North-South
Project Description	16-133

Site Information

Intersection	Lowell with Access Drive
Jurisdiction	Lincolnwood
East/West Street	Access Drive
North/South Street	Lowell Avenue
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						11		1			70	21		3	16	
Percent Heavy Vehicles						0		0						0		
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)							13							20		
Capacity							899							1511		
v/c Ratio							0.01							0.01		
95% Queue Length							0.0							0.0		
Control Delay (s/veh)							9.1							7.4		
Level of Service (LOS)							A							A		
Approach Delay (s/veh)					9.1								1.1			
Approach LOS					A											

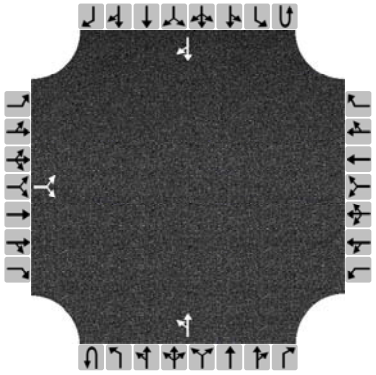
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HCS 2010 Two-Way Stop Control Summary Report

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General Information		Site Information	
Analyst	BSM	Intersection	Kildare with Access Drive
Agency/Co.	KLOA, Inc.	Jurisdiction	Lincolnwood
Date Performed	7/14/2016	East/West Street	Access Drive
Analysis Year	2022	North/South Street	Kildare Avenue
Time Analyzed	AM Projected Peak Hour	Peak Hour Factor	0.95
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	16-133		

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		1		76						48	14				12	4
Percent Heavy Vehicles		0		0						0						
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)			81							66						
Capacity			1067							1614						
v/c Ratio			0.08							0.04						
95% Queue Length			0.2							0.1						
Control Delay (s/veh)			8.7							7.3						
Level of Service (LOS)			A							A						
Approach Delay (s/veh)	8.7								5.7							
Approach LOS	A															

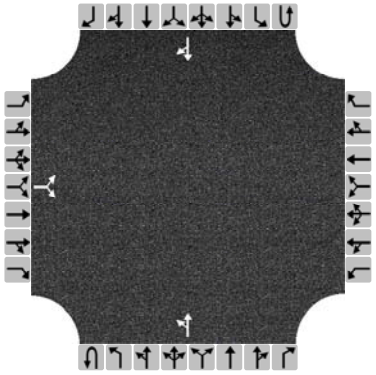
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HCS 2010 Two-Way Stop Control Summary Report

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General Information		Site Information	
Analyst	BSM	Intersection	Kildare with Access Drive
Agency/Co.	KLOA, Inc.	Jurisdiction	Lincolnwood
Date Performed	7/14/2016	East/West Street	Access Drive
Analysis Year	2022	North/South Street	Kildare Avenue
Time Analyzed	PM Projected Peak Hour	Peak Hour Factor	0.95
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	16-133		

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		1		36						21	21				6	2
Percent Heavy Vehicles		0		0						0						
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)			39							44						
Capacity			1077							1626						
v/c Ratio			0.04							0.03						
95% Queue Length			0.1							0.0						
Control Delay (s/veh)			8.5							7.2						
Level of Service (LOS)			A							A						
Approach Delay (s/veh)	8.5								3.7							
Approach LOS	A															

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Print Resize:

Chapter 15. Zoning

Article VII. OFF-STREET PARKING AND LOADING

7.06. General standards for off-street parking facilities.

Off-street parking facilities shall be provided in accordance with regulations hereinafter set forth.

(1) Use. Off-street parking facilities required herein listed shall be solely for the parking of automobiles of patrons, occupants, or employees. When bus transportation is provided for patrons, occupants or employees of a specific establishment, additional open or enclosed off-street parking spaces for each bus to be parked on the premises shall be provided in accordance with subsection 7.06(4) through (7) of this article.

(2) Computation. When determination of the number of off-street parking spaces required by this Zoning Ordinance results in a requirement of a fractional space, any fraction of 1/2 or less may be disregarded while a fraction in excess of 1/2 shall be counted as one parking space.

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

(4) Handicapped accessible spaces. The minimum number and dimension of parking spaces set aside as handicapped spaces shall be provided in accordance with the standards of the of the Illinois Capitol Development Board, as set forth in Illinois Accessibility Code, dated April 24, 1997, as may be amended from time to time.

(5) In yards. Subject to the provisions set forth in this Section 7.06, open-air, off-street parking spaces may be located in: (a) any rear yard, in any zoning district; and (b) in a front yard or a side yard abutting a street, but only within the B-1, B-2, B-3, O-1, M-B, and P Districts, and only upon the issuance of a special use permit therefor pursuant to the procedures set forth in Section 5.17 of this Zoning Ordinance. [Amended 2-2-2016 by Ord. No. 2016-3189]

(6) Design and maintenance.

a. Open and enclosed parking spaces. Parking spaces may be open-air or enclosed in a building and shall be accessed by a private drive that meets the following minimum aisle width standards:

Table 7.06.01

Parking Angle	Width (feet)	Length (feet)	One-Way (feet)	Two-Way (feet)
Parallel	9	22	12	20
30°	9	19	12	20
45°	9	19	16	20

Use Category	Zoning Districts										
	Residential				Business			Office	Manufacturing/ Business	Public	Standard
	R-1	R-2	R-3	R-4	B-1	B-2	B-3 PD	O-1	M-B (Note 8)	P	
Restaurant, >/=5,000 sf	—	—	—	—	S	S	P	—	S	—	§ 4.07(6)
Pub, bar, lounge	—	—	—	—	S	S	P	—	S	—	§ 4.07(10)
Entertainment and recreation											
Billiard club	—	—	—	—	S	S	P	—	—	—	
Commercial recreational facility					S	P	P	S	S		
Golf course, private	S	S	S	S	—	—	—	—	—	—	
Health club	—	—	—	—	S	P	P	S	S	—	
Entertainment venue	—	—	—	—	S	S	S	—	—	—	
Facility with drive-through	—	—	—	—	S	S	P	—	—	—	§ 4.07(8)
Financial services											
Bank, credit union, savings and loan	—	—	—	—	—	P	—	—	—	—	
Firearms shooting range									S		§ 4.08(5)
Food and beverage retail sales											
Convenience store	—	—	—	—	P	P	P	—	—	—	
Grocery store, <30,000 sf	—	—	—	—	P	P	P	—	—	—	
Grocery store, >/=30,000 sf	—	—	—	—	S	S	P	—	—	—	
Liquor store, package goods	—	—	—	—	S	S	S	—	S	—	
Lodging											
Bed-and-breakfast (4 or less guest rooms)	—	—	—	—	S	S	P	—	—	—	
Hotel/motel	—	—	—	—	S	S	P	—	—	—	
Medical cannabis dispensary	—	—	—	—	S	—	—	—	S (Note 9)	—	§ 4.07(16)
Office (except as more specifically regulated)											

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b. Seasonal outdoor display as defined in this ordinance; or

c. On-site display of products at business establishments with a primary use of:

i. Auto/light truck sales and service; and

ii. Boat/RV sales, service or storage; and

iii. Heavy equipment sales or service; and

iv. Motorcycle sales or service; and

v. Flea market;

vi. Garden center; and

vii. Lumberyard.

(8) Drive-through facilities. Drive-up or through facilities designed for transactions of business from customers' vehicles, and not otherwise permitted to serve any retail or business use otherwise permitted in the District, shall obtain a special use permit. In considering the issuance of a special use permit, the Plan Commission and the Village Board shall consider the following, in addition to the other general standards for Special Uses in Article **V**, Section 5.18.
[Amended 3-2-2013 by Ord. No. 2013-3044]

a. Number of lanes. To minimize any negative impacts related to drive-through lanes or the potential for circulation conflicts, conflicts with vehicles entering or exiting the site, pedestrian conflicts, and the existing condition of relatively small commercial lot sizes located within the Village, no more than one drive-through lane shall be permitted by special use permit in the B-1 District.

b. Sufficient stacking space. To establish safe stacking space, the following minimum stacking space is required: four vehicles at each bay window, ordering station or machine.

c. Location. Drive-through facilities shall be prohibited from facing a public street. All drive-through facilities shall be located on the side or rear of the structure that is either facing the site's parking area or internal drive aisle.

d. Interference. There shall be no interference with the operations of other businesses or residential uses in proximity of the drive-up facility.

e. Any other matter or information determined to be relevant to the reasonableness of the proposed use.

Close

Return to VB Agenda

Print Resize:

Village of Lincolnwood, IL
Friday, March 13, 2015

Chapter 15. Zoning

Article VI. SITE DEVELOPMENT STANDARDS

Part D. Landscaping

6.14. Minimum landscape requirements for off-street parking lots.

(1) Perimeter screening required. Every off-street parking lot or parking area containing, five or more parking spaces shall be set back, buffered and screened from public view and adjacent property by a perimeter landscaped area having a minimum width of eight feet, or, where screening shall consist of a masonry wall, a minimum width of five feet.

a. The minimum width for the perimeter screening area shall be measured from the property line and shall not include any parking overhang.

b. Screening within the perimeter setback area shall consist of a masonry wall, densely planted hedge or massing of shrubs resulting in a 75% semi-opaque screen within one year of installation, installed in a manner so as to inhibit public views of the parking area.

c. Perimeter screening shall be continuous, except for breaks as may be permitted for sidewalks, driveways and sight triangles.

d. Masonry walls used for perimeter screening shall have a minimum height of 30 inches and a maximum height of 36 inches. Such walls shall have a finished surface which is the same or closely similar to the masonry of the principal building.

e. Shrubs planted as perimeter screening shall be at least three feet in height at time of installation.

f. The surface of the perimeter setback area shall be suitably covered with grass, ground cover or similar vegetation and periodically mulched. Impervious materials such as asphalt, concrete or a layer of stone is prohibited.

g. A six-inch continuous poured-in-place concrete curb shall separate all drive and parking surfaces from landscape areas.

h. Upon petition, the ZBA may recommend a creative alternate perimeter screening plan of berms, walls, shrubs, trees or other material, which has the effect of providing a minimum three-foot high visual screen of parking areas.

Return to VB Agenda

(2) Interior landscaping requirements.

a. A planting island equal in area to a parking space shall be located at each end of a parking row and after each 20 parking spaces within a parking row.

b. One tree shall be required for each planting island required in Section 6.14(2)(a) above.

c. The surface of the planting island shall be suitably covered with grass, ground cover or similar vegetation and periodically mulched. Impervious materials such as asphalt, concrete or a layer of stone is prohibited.

d. A six-inch continuous poured in place curb shall separate and surround all interior landscape island areas.

e. All areas within or at the edges of parking lots which are greater than 50 square feet and not designed for parking stalls, drive aisles or shopping cart collection points, shall be curbed and landscaped with sod, ground cover, bushes or trees.

f. All landscaped islands shall have a minimum topsoil depth of three feet and mounded to a center height of six to 12 inches above top of curb height.

Close

Return to VB Agenda

Print Resize:

Village of Lincolnwood, IL
Thursday, June 30, 2016

Chapter 15. Zoning

Article VI. SITE DEVELOPMENT STANDARDS

Part D. Landscaping

6.15. Minimum landscape requirements for foundation plantings.

(1) A minimum setback and landscape area of six feet in width shall be located immediately along the front and sides of all buildings.

(2) Except for building entryway areas and sidewalks as may be permitted, the surface of the required foundation landscape area shall be free of paving or other impervious surfaces and shall be landscaped.

(3) A six-inch curb shall separate all foundation landscape areas from drive aisle and parking areas.

(4) Foundation landscaping shall include shade trees, ornamental trees, hedges, shrubs, evergreens and ground cover in a manner which accents building entranceways and architectural features, softens large expanses of building walls, and screens mechanical equipment.

To: Zoning Officer Aaron N. Cook

Community Development Dept.

Re: Case #PC-10-16
Special Use for Drive-Through and Off-Street Parking Location and Off-Street Landscaping Variations – 4320 West Touhy Avenue

Attached: Letters of opposition to the proposal by owners of townhomes – Lincolnwood Court Association

Return to VB Agenda

Lincolnwood Court Townhome Association
4240 – 4260 West Touhy Avenue
Lincolnwood, Illinois 60712

RE: Case #PC-10-16: Special Use for Drive-Through and Off-Street Parking Location and Off-Street Parking Landscape Variations – 4230 West Touhy Avenue

We Lincolnwood Court Townhome owners oppose the proposed structure and variations for the 4230 site. There are already cars speeding down Kildare to avoid the congestion on Touhy between Kildare and Kostner. The noise and traffic in and out of another retail building in the area will cause an even greater parking and traffic problem around the townhouse complex (including speeders down the alley behind the complex) and we strongly oppose any kind of variation to the property development.

Sincerely,

Nauzer Balsara
4240 West Touhy Avenue

Return to VB Agenda

Lincolnwood Court Townhome Association
4240 – 4260 West Touhy Avenue
Lincolnwood, Illinois 60712

RE: Case #PC-10-16: Special Use for Drive-Through and Off-Street Parking Location and Off-Street Parking Landscape Variations – 4230 West Touhy Avenue

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Sincerely,

Olivia y Ilie Singeorzan

Ali Singeorzan

4242 Touhy

Return to VB Agenda

Lincolnwood Court Townhome Association
4240 – 4260 West Touhy Avenue
Lincolnwood, Illinois 60712

RE: Case #PC-10-16: Special Use for Drive-Through and Off-Street Parkin Location and Off-Street Parking Landscape Variations – 4230 West Touhy Avenue

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Sincerely,

Stephen M. Klein
4248 West Touhy
Lincolnwood, IL

Return to VB Agenda

Lincolnwood Court Townhome Association
4240 – 4260 West Touhy Avenue
Lincolnwood, Illinois 60712

RE: Case #PC-10-16: Special Use for Drive-Through and Off-Street Parking Location and Off-Street Parking Landscape Variations – 4230 West Touhy Avenue

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Sincerely,

Mildred Heenstein
4246 W. Touhy Ave.
Lincolnwood, IL 60712

Return to VB Agenda

Lincolnwood Court Townhome Association
4240 – 4260 West Touhy Avenue
Lincolnwood, Illinois 60712

RE: Case #PC-10-16: Special Use for Drive-Through and Off-Street Parking Location and Off-Street Parking Landscape Variations – 4230 West Touhy Avenue

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Sincerely,

4250 W Touhy

Return to VB Agenda

Lincolnwood Court Townhome Association
4240 – 4260 West Touhy Avenue
Lincolnwood, Illinois 60712

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Sincerely,

4252 W. Touhy Av

Return to VB Agenda

Lincolnwood Court Townhome Association
4240 – 4260 West Touhy Avenue
Lincolnwood, Illinois 60712

RE: Case #PC-10-16: Special Use for Drive-Through and Off-Street Parking Location and Off-Street Parking Landscape Variations – 4230 West Touhy Avenue

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Sincerely,

4252 W. Touhy

Return to VB Agenda

Lincolnwood Court Townhome Association
4240 – 4260 West Touhy Avenue
Lincolnwood, Illinois 60712

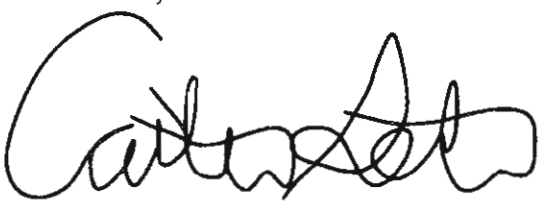
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Sincerely,



Bryan M. Saltzman



Caitlin A. Saltzman

4254 W Touhy Ave

Return to VB Agenda

Lincolnwood Court Townhome Association
4240 – 4260 West Touhy Avenue
Lincolnwood, Illinois 60712

RE: Case #PC-10-16: Special Use for Drive-Through and Off-Street Parking Location and Off-Street Parking Landscape Variations – 4230 West Touhy Avenue

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Sincerely,

Barbara Walsh

4256 W. Touhy

Return to VB Agenda

Lincolnwood Court Townhome Association
4240 – 4260 West Touhy Avenue
Lincolnwood, Illinois 60712

RE: Case #PC-10-16: Special Use for Drive-Through and Off-Street Parking Location and Off-Street Parking Landscape Variations – 4230 West Touhy Avenue

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Sincerely,

4258 W. TOUHY AVE

Return to VB Agenda

Lincolnwood Court Townhome Association
4240 – 4260 West Touhy Avenue
Lincolnwood, Illinois 60712

RE: Case #PC-10-16: Special Use for Drive-Through and Off-Street Parking Location and Off-Street Parking Landscape Variations – 4230 West Touhy Avenue

We Lincolnwood Court Townhome owners oppose the proposed structure and variations for the 4230 site. There are already cars speeding down Kildare to avoid the congestion on Touhy between Kildare and Kostner. The noise and traffic in and out of another retail building in the area will cause an even greater parking and traffic problem around the townhouse complex (including speeders down the alley behind the complex) and we strongly oppose any kind of variation to the property development.

Sincerely,

Alisa Habibovic
4260 W. Touhy

Return to VB Agenda

VILLAGE OF LINCOLNWOOD Public Hearing Application
Community Development Department Special Use and PUD

SUBJECT PROPERTY

Property Address: 4320 TOUHY

Permanent Real Estate Index Number(s): 10-27-425-049-0000

Zoning District: B2 Lot Area: 32,780

List all existing structures on the property. Include fencing, sheds, garages, pools, etc.
EXISTING SINGLE STORY COMMERCIAL BLDG WITH DRIVE THRU

Are there existing development restrictions affecting the property? ___ Yes ✓ No
(*Examples: previous Variations, conditions, easements, covenants*) If yes, describe: ___

REQUESTED ACTION

- ☐ Special Use – Residential
- ☑ Special Use – Non-Residential
- ☐ Planned Unit Development (PUD)
- ☐ Other

PROJECT DESCRIPTION

Describe the Request and Project: NEW 6430 SF RETAIL BLDG WITH DRIVE THRU

PROPERTY OWNER/PETITIONER INFORMATION

Property Owner(s): (*List all Beneficiaries if Trust*)
Name: HOWARD KOSTNER CORP / 4320 TOUHY L.L.C.
Address: 4320 TOUHY
Telephone: (847) 673-4200 Fax: (___) ___ E-mail: OFFICE@HANSENRAPLER REALTY.COM

Petitioner: (*if Different from Owner*)
Name: JON HAGUE Relationship to Property: ARCHITECT
Address: 418 CLINTON PL - RIVER FOREST IL
Telephone: (708) 771 3900 Fax: (708) 771 3905 E-mail: JHAGUE@HAGUEARCH.COM

REQUIRED ATTACHMENTS *

Check all Documents that are Attached:

Plat of Survey	✓	Applicable Zoning Worksheet	✓
Site Plan	✓	Photos of the Property	
Proof of Ownership		PDF Files of all Drawings	EMAILED
Floor Plans	✓	Elevations	✓

**The above documents are required for all applications. The Zoning Officer may release an applicant from specific required documents or may require additional documents as deemed necessary.*

COST REIMBURSEMENT REQUIREMENT

The Village requires reimbursement of certain out-of-pocket costs incurred by the Village in connection with applications for zoning approvals and relief. These costs include, but are not limited to, mailing costs, attorney and engineer costs, and other out-of-pocket costs incurred by the Village in connection with this application. In accordance with Section 5.02 of the Village of Lincolnwood Zoning Ordinance, both the petitioner and the property owner shall be jointly and severely liable for the payment of such out-of-pocket costs. Out-of pocket costs incurred shall be first applied against any hearing deposit held by the Village, with any additional sums incurred to be billed at the conclusion of the hearing process.

Invoices in connection with this application shall be directed to:

Name: HOWARD KOSTNER CORP

Address: 7724 N KOSTNER AVE

City, State, Zip: SKOKIE, IL 60076

ATTESTMENT AND SIGNATURE

I hereby state that I have read and understand the Village cost reimbursement requirement, as well as the requirements and procedures outlined in Article V of the Village Zoning Ordinance, and I agree to reimburse the Village within 30 days after receipt of an invoice therefor. I further attest that all statements and information provided in this application are true and correct to the best of my knowledge and that I have vested in me the authority to execute this application.

PROPERTY OWNER:

Signature VICE President

LAWRENCE RADLER

Print Name

6.8.2016

Date

PETITIONER: *(if Different than Property Owner)*

Signature

JON HAGUE

Print Name

6.8.16

Date

SPECIAL USE STANDARDS

To be approved, each Special Use request must meet certain specific standards. These standards are listed below. After each listed standard, explain how the Special Use request satisfies the listed standard. Use additional paper if necessary.

1. Please explain how the Special Use is necessary for the public convenience at this location and the subject property is deemed suitable for the use. (Please explain in detail)

WE ARE REQUESTING A SPECIAL USE FOR A DRIVE THRU RESTURANT / COFFEE SHOP. THE DRIVE THRU IS NECESSARY FOR THE CONVIENCE & SAFTEY OF THE CONSUMER.

2. Please explain how the Special Use is so designed, located, and proposed to be operated that the public health, safety, and welfare will be protected.

THE DRIVE THRU IS SITUATED @ THE NORTH OF THE PROPERTY SCREENED FROM THE BUILDING AND A MASONRY WALL. THE LOCATION BASED ON SITE CONFIGURATION WAS PLANNED TO BE THE MOST EFFICIENT AND SAFEST ROUTE.

3. Please explain how this Special Use would not cause substantial injury to the value of other property in the neighborhood in which it is located.

THE DESIGN & CIRCULATION POSES NO DANGER TO CONSUMERS OR RESIDENTS THERE WILL BE SAFTEY MEASURES IN TERMS OF STOP BARS & STOP SIGNS IMPLEMENTED INTO THE PROJECT

SPECIAL USE STANDARDS (Continued)

4. The Special Use is consistent with the goals and policies of the Comprehensive Plan.

YES BASED ON THE DESIGN & LAYOUT THE DRIVE THRU IS CONSISTENT WITH THE C.P.

5. The Special Use would not impede the normal and orderly development and improvement of the surrounding property for uses permitted in the underlying Zoning District.

THE DRIVE THRU IS SELF CONTAINED ON THE PROPERTY AND DOESNT IMPEDE NEIGHBORING PROPERTIES.

6. Please explain how the Special Use is so designed to provide adequate utilities, access roads, drainage, or necessary facilities.

THE DRIVE THRU DESIGN HAS BEEN INCORPERATED INTO THE NEW SITE DESIGN.

7. Please explain how the Special Use is so designed to provide ingress and egress to minimize traffic congestion on public streets.

THE DRIVE THRU STACKING IS SELF CONTAINED ON THE PROPERTY AND FLOWS INTO TYPICAL INGRESS & EGRESS OF THE SITE

Return to VB Agenda

VILLAGE OF LINCOLNWOOD
COMMUNITY DEVELOPMENT DEPARTMENT

PUBLIC HEARING FEES AND DEPOSIT SCHEDULE

Plan Commission

Hearing Type	Hearing Fee*	Hearing Deposit**
Special Use – Non Residential Property	$500	$2,000
Special Use – Residential Property	$250	NA
Reasonable Accommodation	$250	$2,000
Text Amendment	$500	$2,000
Map Amendment	$500	$2,000
Planned Unit Development (PUD) 0 to 5 Acres	$1,250	$10,000
Planned Unit Development (PUD) 5 to 10 Acres	$2,500	$10,000
Planned Unit Development (PUD) Over 10 Acres	$3,000	$10,000
Minor Subdivision	$250	NA
Major Subdivision	$500	$2,000

Zoning Board of Appeals

Hearing Type	Hearing Fee*	Hearing Deposit**
Major Variation – Non Residential Property	$500	NA
Major Variation – Residential Property	$250	NA
Variation – Off-Street Parking	$500	NA
Variation – Design Standards	$250	NA
Minor Variation	$125	NA
Sign Variation/Special Signs	$500	NA

* Hearing fees are non-refundable.

** Hearing deposits shall be applied to out-of-pocket expenses incurred by the Village as the result of the Public Hearing process. If additional costs are incurred, or if no deposit is provided, such out-of-pocket expenses will be billed directly to the applicant.

VILLAGE OF LINCOLNWOOD Public Hearing Application
Community Development Department Variations

SUBJECT PROPERTY

Property Address: 4320 TOUHY

Permanent Real Estate Index Number(s): 10-27-425-049-0000

Zoning District: B2 Lot Area: 32,780

List all existing structures on the property. Include fencing, sheds, garages, pools, etc.
EXISTING SINGLE STORY COM. BLDG W/ DRIVE THRU

Are there existing development restrictions affecting the property? ___ Yes ✓ No
(*Examples: previous Variations, conditions, easements, covenants*) If yes, describe: ___

REQUESTED ACTION

- ☐ Variation – Residential
- ☑ Variation – Non-Residential
- ☐ Variation – Off-Street Parking
- ☐ Variation – Design Standards
- ☐ Variation – Signs/Special Signs
- ☐ Minor Variation
- ☐ Other

PROJECT DESCRIPTION

Describe the Request and Project: NEW 6430 SF RETAIL BLDG WITH DRIVE THRU

PROPERTY OWNER/PETITIONER INFORMATION

Property Owner(s): (*List all Beneficiaries if Trust*)
Name: HOWARD KOSNER - Corp / 4320 Touhy, LLC
Address: 4320 Touhy
Telephone: (847) 673-4200 Fax: (___) ___ E-mail: OFFICE@HansenRadlerRealty.com

Petitioner: (*if Different from Owner*)
Name: Jon Hague Relationship to Property: Architect
Address: 418 Clinton Place - River Forest, IL
Telephone: (708) 771-3900 Fax: (708) 771-3905 E-mail: JHAGUE@HAGUEARCH.COM

NOTICE OF REASONABLE ACCOMMODATION PROCESS

An alternate process is provided by the Village for persons with disabilities or handicaps who seek a Reasonable Accommodation from the Zoning Code regulations in order to gain equal access to housing. If you seek a Reasonable Accommodation from the Zoning Code based on disability or handicap, do not complete this application form, but rather a separate application for Reasonable Accommodation. For more information on this process, consult Section 4.06(3) of the Zoning Code, or contact the Community Development Department at 847.673.7402.

REQUIRED ATTACHMENTS *

Check all Documents that are Attached:

Plat of Survey	✓	Applicable Zoning Worksheet	✓
Site Plan	✓	Photos of the Property	
Proof of Ownership	✓	PDF Files of all Drawings	EMAIL
Floor Plans	✓	Elevations	✓

**The above documents are required for all applications. The Zoning Officer may release an applicant from specific required documents or may require additional documents as deemed necessary.*

COST REIMBURSEMENT REQUIREMENT

The Village requires reimbursement of certain out-of-pocket costs incurred by the Village in connection with applications for zoning approvals and relief. These costs include, but are not limited to, mailing costs, attorney and engineer costs, and other out-of-pocket costs incurred by the Village in connection with this application. In accordance with Section 5.02 of the Village of Lincolnwood Zoning Ordinance, both the petitioner and the property owner shall be jointly and severely liable for the payment of such out-of-pocket costs. Out-of pocket costs incurred shall be first applied against any hearing deposit held by the Village, with any additional sums incurred to be billed at the conclusion of the hearing process.

Invoices in connection with this application shall be directed to:

Name: HOWARD Kostner Corp.

Address: 7721 Kostner Ave

City, State, Zip: SKOKIE, IL 60076

ATTESTMENT AND SIGNATURE

I hereby state that I have read and understand the Village cost reimbursement requirement, as well as the requirements and procedures outlined in Article V of the Village Zoning Ordinance, and I agree to reimburse the Village within 30 days after receipt of an invoice therefor. I also understand that if I desire a Reasonable Accommodation from the Zoning Code based on disability or handicap, that I must complete and submit a different application for consideration and by submitting this application for a Variation, I am attesting that I am not seeking a Reasonable Accommodation. I further attest that all statements and information provided in this application are true and correct to the best of my knowledge and that I have vested in me the authority to execute this application.

PROPERTY OWNER:

Signature VICE PRES.

LAWRENCE RADLER

Print Name

6.8.2016

Date

PETITIONER: *(if Different than Property Owner)*

Signature

JON HAGEN

Print Name

6.8.16

Date

VARIATION STANDARDS

To be approved, each Variation request must meet certain specific standards. These standards are listed below. After each listed standard, explain how your Variation request satisfies the listed standard. Use additional paper if necessary.

1. The requested Variation is consistent with the stated intent and purposes of the Zoning Ordinance and the Comprehensive Plan.

(1) The negation of the required 5'0" width landscape buffer with the 8'0" TALL MASONRY screening wall.

(2) Interior Landscape requirements

2. The particular physical surroundings, shape or topographical conditions of the subject property would bring a particular hardship upon the owner, as distinguished from a mere inconvenience, if the strict letter of this Zoning Ordinance is enforced.

(1) The negation of the required 5'0" width landscape buffer with the 8'0" TALL MASONRY screening wall.

(2) Impedes on sight triangle and provided light poles.

3. The conditions upon which the petition for the Variation is based would not be applicable generally to other property within the same Zoning District.

To provide adequate parking for a retail strip center development

4. The Variation is not solely and exclusively for the purpose of enhancing the value of or increasing the revenue from the property.

To provide adequate parking for a retail strip center development

VARIATION STANDARDS (Continued)

5. The alleged difficulty or hardship has not been created by any person presently having an interest in the property.

NO

6. The granting of the Variation will not be detrimental to the public welfare or injurious to other property or improvements in the neighborhood in which the property is located.

NO

7. The Variation granted is the minimum change to the Zoning Ordinance standards necessary to alleviate the practical hardship on the subject property.

Yes

8. The proposed Variation will not impair an adequate supply of light and air to adjacent property, or substantially increase the danger of fire, or otherwise endanger the public safety, or substantially diminish or impair property values within the neighborhood.

NO

VILLAGE OF LINCOLNWOOD
COMMUNITY DEVELOPMENT DEPARTMENT

PUBLIC HEARING FEES AND DEPOSIT SCHEDULE

Plan Commission

Hearing Type	Hearing Fee*	Hearing Deposit**
Special Use - Non Residential Property	$500	$2,000
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Planned Unit Development (PUD) 5 to 10 Acres	$2,500	$10,000
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Major Subdivision	$500	$2,000

Zoning Board of Appeals

Hearing Type	Hearing Fee*	Hearing Deposit**
Major Variation - Non Residential Property	$500	NA
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Sign Variation/Special Signs	$500	NA

* Hearing fees are non-refundable.

** Hearing deposits shall be applied to out-of-pocket expenses incurred by the Village as the result of the Public Hearing process. If additional costs are incurred, or if no deposit is provided, such out-of-pocket expenses will be billed directly to the applicant.

Summary Review
Development Review Team

Proposed New Multi-Tenant Retail Building with Drive-Through

4320 West Touhy Avenue

Review Date: March 16, 2016

Nature of Request

Proposed construction of a new 6,430 square foot multi-tenant retail building with drive-through and off-street parking at 4320 West Touhy Avenue.

Village Actions Required **(based on zoning review)**

- Special Use for Drive-Through
- Special Use for Off-Street Parking Location.
- Approval of Zoning Variations for:
    - Variation from Minimum Perimeter and Interior Landscape Requirements for off-Street parking lots (Section 6.14);
    - Variation from Minimum Landscape Buffer and Screening between B1 District and R3 District (Section 6.16).

- Building Permit from Village

Summary of Staff Review Comments

- Building should be designed consistent with Village's design requirements (Section 6.04(3) of the Zoning Code).
- Consider sidewalk connections from public rights-of-way to the site including marked crosswalks internal to the site.
- All replacement sidewalks must be at least five feet in width.
- A 6-inch concrete curb is required to separate all drive and parking surfaces from landscape areas.

- As proposed, the removal of the existing aprons on Lowell Avenue and Kildare Avenue must be replaced with topsoil and sod.
- Screening of the drive-through should be considered to reduce impact on public rights-of-way and neighboring uses.
- Hours of Operation are needed to determine compliance with Section 4.07(15). Businesses within 150 feet of residentially zoned/used property are limited to 7AM-11PM.
- This project will require a Watershed Management Ordinance (WMO) permit from Metropolitan Water Reclamation District of Greater Chicago (MWRDGC) for qualified sewer construction and runoff volume control.
- The project will require a Permit from IDOT for all work performed within the Touhy Avenue right-of-way.
- The final engineering plan shall include the removal of the existing depressed curb & gutter along both Lowell and Kildare Avenues and the replacement with barrier curb & gutter (along with adjacent roadway pavement) for the two existing entrances that will be removed.
- Recommended replacement of entrance aprons along Kilbourn Avenue and Touhy Avenue due to cracking and failure.
- Screening of the drive-through should be considered to reduce impact on public rights-of-way and neighboring uses.
- The final engineering plan shall include the removal of the sidewalk squares on both sides of the alley crossings along Lowell Avenue and Kildare Avenue and their replacement with squares containing the required ADA tactile warning surface.
- The two remaining entrance aprons, one along Lowell Avenue and one along Kildare Avenue are cracked and beginning to fail. We recommend that they be replaced as a part of this project.
- The site plan shows a gate for the trash bin accessing the adjacent alley. The apron area in front of the gate should be paved.
- The site is noted to be 32,787 SF (0.75 acres) and will have a non-residential use. It is indeterminate at this time if the proposed development creates additional impervious surface coverage for the site, but visually it appears that it will be close. The development is not required to construct detention storage under the MWRDGC WMO, but will under the stricter Village requirements. The development will also need to comply with the volume control requirement of the WMO.
- The final engineering plan shall include the proposed sanitary sewer service line, the site grease separator (if a restaurant is a tenant), potable water service line, and, if necessary, a fire protection line.
- The shape and orientation of the existing parkway and sidewalk along Touhy Avenue doesn't appear to match Google Earth imagery, especially at the northwest corner of Touhy Avenue and Kildare Avenue. It gives the appearance that the sidewalk will be moved further away from the back of curb. The site plan and the engineering plans will need to be coordinated.

- The final engineering plan shall include the abandonment of the existing potable water and sanitary sewer services as well as the two street light poles and one fire hydrant along Touhy Avenue that are to be protected.
- No existing or proposed topographic elevations are shown on the submitted plans. The final engineering submittal shall include all existing and proposed site grading.
- The landscape plan calls for all of the existing parkway trees to remain. The honey locust on Lowell Avenue is located in close proximity to where the site plan shows the existing curb cut will be widened to. The petitioner will need to properly root prune to ensure health of the tree.
- The sidewalk along Touhy Avenue between the western edge of the grass parkway and Kildare Avenue is in poor condition and is currently a potential trip hazard. This section of sidewalk should be replaced.
- During replacement of the Touhy Avenue sidewalk, the petitioner will need to root prune to maintain the health of the parkway trees.
- At the Touhy/Kildare and Touhy/Lowell intersections, the sidewalks should be brought up to the standard set forth by the Americans with Disabilities Act (ADA), to include truncated domes and detectable warnings. The Village prefers fiberglass reinforced plastic panels as manufactured by Access Tile in Brick Red (No. 22144).
- The sidewalks at the Touhy/Kildare and Touhy/Lowell intersections should be reconstructed to demonstrate that there is no pedestrian crosswalk across Touhy Avenue. There should only be east/west pedestrian access at each intersection.
- The landscape plan shows a parkway tree at the northeast corner of the property that does not exist.
- The existing water service is connected to the 8-inch main on Touhy Avenue. Please identify if this service will be reused. If the service is to be disconnected and replaced, an IDOT permit would be required for work in the Touhy Avenue right of way.
- Staff prioritizes compliance with exterior landscape requirements and off-street parking landscape requirements before foundation landscape requirements.
- Install stop signs, stop bars and appropriate pedestrian public sidewalk crosswalks at driveway exits onto both Kildare and Lowell Avenues
- Submit a Security Plan for the property with approval by the Police Chief prior to issuance of the Certificate of Occupancy to include alarms, sensor lights, video surveillance cameras and intrusion detectors made visible to potential offenders and to assist in any criminal investigation
- All utilities must be buried underground.
- A NFPA 13 complaint sprinkler system shall be installed throughout the building with each store fed off its own riser, with its own flow alarm switch.
- Fire Department Connection location to be within 100’ of a fire hydrant. A fire hydrant must be provided within 100’ of the fire department connection for the building if an existing hydrant does not already lie within the required distance.
- Fire Department Connection location to be on the Lowell Avenue side of the building.
- A sprinkler riser room/pump room must be 1 hour construction with an outside access door as required by local amendment.

- A complete fire alarm system compliant with NFPA 72 National Fire Alarm & Signaling Code shall be provided as required by NFPA 101 Life Safety Code throughout the building.
- The fire alarm system must be configured to "Ring by Tenant" as required by local amendment.
- The fire alarm systems must be connected to the fire department dispatch center by way of the Village of Lincolnwood fire alarm radio network. The fire alarm contactor will be required to coordinate with the Village of Lincolnwood for installation of the radio by the Village's radio contractor at the completion of the alarm systems installations.

Attached are specific department comments on the proposed development

Additional Documents Required/Requested

- Traffic/Parking Study.
- Preliminary/Final Engineering Plan.
- Autoturn movements of vehicles accessing property.
- Detailed landscape plan for the project.
- Building elevations with proposed materials noted.
- Proposed Building Signage.
- Screening wall detail including location/setback from lot lines.
- Lighting and Photometric Plan for the property consistent with Code.
- Detail on trash enclosure, access gates to alley, and confirm accessibility by garbage truck. Area leading to alley should be hardsurface in order to allow for refuse removal.
- Detail on proposed tenants to determine minimum required parking.
- Add dimensions of parking spaces on site plan.
- Add building setbacks to site plan.
- Cost estimate of proposed landscaping.
- Prior to occupancy, provide a security plan for approval by the Police Chief
- Prior to building permit issuance, submit engineering documents for review and approval.

Recommended Development Approval Conditions

Below are staff's recommended development conditions:

1) **Security Plan**

   Prior to issuance of Certificate of Occupancy, a Security Plan for the building and property shall be submitted & approved by the Police Chief

2) **Knox Box installation**

   Prior to occupancy, install a Fire Department Knox Box

Return to VB Agenda

Community Development Department

Development Review

Project Information

Petitioner or Project Name Radler Plaza – Hague Architecture
Subject Property Address 4320 West Touhy Avenue
List and Date of Plans Reviewed • Proposed Site Plan, Hague Architecture • Proposed Landscape Plan, Hague Architecture • Proposed Elevations, Hague Architecture
Nature of Proposal Proposed construction of a new 6,430 square foot multi-tenant retail building with drive-through and off-street parking.

Review Information

Name of Reviewer: Aaron Cook, AICP
Reviewer Contact Information: acook@lwd.org
Date of Plan Review: March 15, 2016

Action(s)/Approval(s) Required

- Special Use for Drive-Through
- Special Use for Off-Street Parking Location.
- Approval of Zoning Variations for:
    - Variation from Minimum Perimeter and Interior Landscape Requirements for off-Street parking lots (Section 6.14);
    - Variation from Minimum Landscape Buffer and Screening between B1 District and R3 District (Section 6.16).

- Building Permit from Village of Lincolnwood.

Applicable Regulations/Requirements

- Village of Lincolnwood Zoning Code.

Additional Documents or Information Required/Requested

- Traffic/Parking Study.
- Autoturn movements of vehicles accessing property.
- Detailed landscape plan for the project.
- Building elevations with proposed materials noted.
- Proposed Building Signage.
- Screening wall detail including location/setback from lot lines.
- Lighting and Photometric Plan for the property consistent with Code.
- Detail on trash enclosure, access gates to alley, and confirm accessibility by garbage truck. Area leading to alley should be hardsurface in order to allow for refuse removal.
- Detail on proposed tenants to determine minimum required parking.
- Add dimensions of parking spaces on site plan.
- Add building setbacks to site plan.

Plan Review Comments

- Building should be designed consistent with Village's design requirements (Section 6.04(3) of the Zoning Code).
- All replacement sidewalk must be at least five feet in width.
- A 6-inch concrete curb is required to separate all drive and parking surfaces from landscape areas.
- As proposed, the removal of the existing aprons on Lowell Avenue and Kildare Avenue must be replaced with topsoil and sod.
- Screening of the drive-through should be considered to reduce impact on public rights-of-way and neighboring uses.
- Hours of Operation are needed to determine compliance with Section 4.07(15). Businesses within 150 feet of residentially zoned/used property are limited to 7AM-11PM.

Recommended Development Approval Conditions

- None

Return to VB Agenda

Development Review Team Worksheet
Community Development

Subject Property: **4320 W Touhy Avenue**

Zoning District: B2 General Business District



ZONING CALCULATIONS

TOTAL LOT AREA: 32,782 SF

BUILDING AREA: 6,430 SF

	MAX. PERMITTED	PROPOSED	VARIATION REQUIRED
TOTAL LOT COVERAGE:	N/A	N/A	No
MINIMUM LOT AREA:	N/A	N/A	N/A
FLOOR AREA RATIO:	N/A	N/A	N/A
BUILDING HEIGHT:	38 feet	1 story	No

Notes: None

ZONING SETBACKS

	REQUIRED	PROPOSED	VARIATION REQUIRED
Front yard setback:	25 Ft.	47’	No
Interior side yard setback:	N/A	19’	No
Interior side yard setback:	N/A	91’	No
Rear yard setback:	10 Ft.	23’	No

Notes: Please add building setbacks on future plans submitted for hearing.

OFF-STREET PARKING REQUIREMENTS

	REQUIRED	PROPOSED	VARIATION REQUIRED
Number of Spaces:	?	44	Please provide area of different users to determine minimum number of spaces
Size of Spaces:	9’ x 18’	9 x 18’	Confirm width of parking spaces
Driveway Dimension:	24’	24’	No
Drive Aisle Dimension:	24’	24’	No

Notes: Tenant space areas needed in order to calculate required number of off-street parking spaces. Need specific dimension of parking spaces.

MINIMUM LANDSCAPE REQUIREMENTS

PERIMETER LOT SCREENING

	REQUIRED	PROPOSED	VARIATION REQUIRED
Setback width:	5 feet (no overhang) w/ Masonry Wall	Unknown	YES, landscape area less than 5' in width
Screening:	continuous 3 feet	8' Masonry Wall	NO
Concrete curb separation:	6 inch required	Curb Shown	NO

Notes: Variations needed for setback width less than 5 feet. Please add landscape dimensions to future site plans submitted for public hearing.

INTERIOR LOT LANDSCAPING

	REQUIRED	PROPOSED	VARIATION REQUIRED
End Cap Islands Provided:	ends of parking row	Shown at ends of parking	No
Interior Islands Provided:	every 20 Spaces	Shown	No
Size of Islands:	9X20 feet	Unknown	Yes – Varying Size, None Comply with Min. Size
Island Trees:	1 per island	Unknown	Yes

Notes: Please add landscape dimensions to all plans submitted and more detail on landscape plantings should be provided.

FOUNDATION PLANTING REQUIREMENTS

	REQUIRED	PROPOSED	VARIATION REQUIRED
Setback Width:	6 feet front and sides of bldg.	Shown at 5'	Yes
Concrete Curb:	6 inch required	Curb Shown	No

Notes: None.

LANDSCAPE SCREENING REQUIREMENTS BETWEEN ZONING DISTRICTS

	REQUIRED	PROPOSED	VARIATION REQUIRED
Setback Width:	10 feet along property line (5 feet with wall)	Unknown	Likely, need dimension of setback
Screening Height:	6 ft. vegetative or 8 ft. wall	8 foot wall	No

Notes: Variation required, please add landscape dimensions to all plans submitted for public hearing.

SUMMARY

1. Special Use for Drive-Through
2. Special Use to Allow parking to the front of building,
3. Variation from Minimum Perimeter and Interior Landscape Requirements for off-Street parking lots (Section 6.14);

4. Variation from Landscape buffer and screening between property within B-1 District and adjacent residential zoned property (Section 6.16);

NOTES: Please provide more information regarding proposed or possible building signage. Please provide building elevations with notes identifying building materials proposed in order to confirm compliance with design requirements. Sidewalk access into property should be considered. All utilities should be underground.

REVIEWED BY: Aaron N. Cook, AICP
DATE: March 15, 2016

Lincolnwood Engineering Department

Development Review

Project Information

Petitioner or Project Name: Radler Plaza
Subject Property Address: 4320 W Touhy Avenue
List and Date of Plans Reviewed: • Architectural Plans and Elevation sheets SK-030215-01 thru SK-030215-03 prepared by Hague Architecture
Nature of Proposal: The project consists of the demolition of the existing bank facility and its replacement with a 6430 SF multi-tenant retail structure with associated drive-thru lane and vehicle parking. No new access points are proposed, but two access points will be closed; one each on Lowell Avenue and Kildare Avenue.

Review Information

Name of Reviewer:	Paul Bourke, PE CFM CMS4S
Reviewer Contact Information:	CBBEL p: 847.823.0500 pbourke@cbbel.com
Date of Plan Review:	March 11, 2016

Action(s)/Approval(s) Required

- This project will require a Watershed Management Ordinance (WMO) permit from Metropolitan Water Reclamation District of Greater Chicago (MWRDGC) for qualified sewer construction and runoff volume control.
- The project will require a Permit from IDOT for all work performed within the Touhy Avenue right-of-way.

Applicable Regulations/Requirements

- Project is subject to WMO requirements

Additional Documents or Information Required/Requested

- Provide Preliminary/Final Engineering Plan for project
- Provide a Lighting and Photometric Plan for the property consistent with Village Code
- Provide a Traffic Study

Plan Review Comments:

- A concept site plan was provided with the review documents but an actual preliminary engineering plan was not submitted.
- The final engineering plan shall include the removal of the existing depressed curb & gutter along both Lowell and Kildare Avenues and the replacement with barrier curb & gutter (along with adjacent roadway pavement) for the two existing entrances that will be removed.
- The final engineering plan shall include the removal of the sidewalk squares on both sides of the alley crossings along Lowell Avenue and Kildare Avenue and their replacement with squares containing the required ADA tactile warning surface.
- The final engineering shall include the removal of the abandoned aprons for the Lowell Avenue and Kildare Avenue entrances and their replacement with topsoil and sod.
- The two remaining entrance aprons, one along Lowell Avenue and one along Kildare Avenue are cracked and beginning to fail. We recommend that they be replaced as a part of this project.
- The site plan shows a gate for the trash bin accessing the adjacent alley. The apron area in front of the gate should be paved.
- The site is noted to be 32,787 SF (0.75 acres) and will have a non-residential use. It is indeterminate at this time if the proposed development creates additional impervious surface coverage for the site, but visually it appears that it will be close. The development is not required to construct detention storage under the MWRDGC WMO, but will under the stricter Village requirements. The development will also need to comply with the volume control requirement of the WMO.
- The final engineering plan shall include the proposed sanitary sewer service line, the site grease separator (if a restaurant is a tenant), potable water service line, and, if necessary, a fire protection line.
- The applicant did not provide a traffic study to verify the amount of traffic generated by the proposed use and the vehicle storage length needed for the proposed drive-thru window. We note that as depicted, nine (9) vehicles can be stored in the lane which is generous.
- The traffic study should address the proposed traffic movements at the remaining entrances. There is little room for stacking vehicles on the side street for vehicles that have turned off of Touhy Avenue and are waiting to enter or exit the development site.

- Provide Autoturn movements of vehicle entering the site and navigating through the drive through aisle. Include Autoturn of garbage truck movements, ambulance movements, and appropriate delivery vehicles.
- The shape and orientation of the existing parkway and sidewalk along Touhy Avenue doesn't appear to match Google Earth imagery, especially at the northwest corner of Touhy Avenue and Kildare Avenue. It gives the appearance that the sidewalk will be moved further away from the back of curb. The site plan and the engineering plans will need to be coordinated.
- The ADA ramp at the NE corner of Lowell and Touhy Avenues needs to be replaced to provide a tactile surface for pedestrians traveling in all directions.
- The final engineering plan shall include the abandonment of the existing potable water and sanitary sewer services as well as the two street light poles and one fire hydrant along Touhy Avenue that are to be protected.
- No proposed pole-mounted site lighting has been indicated at this time; it appears that all lighting will be building-mounted.
- No existing or proposed topographic elevations are shown on the submitted plans. The final engineering submittal shall include all existing and proposed site grading.
- The final engineering submittal shall include all applicable pavement and utility standard details and specifications.
- The final engineering submittal shall include all applicable SESC standard details and specifications.
- The masonry wall along the north property line shall comply with the sight triangle per the Village code

Recommended Development Approval Conditions

- None

Return to VB Agenda

Public Works Department

Development Review

Project Information

Petitioner or Project Name: Radler Plaza
Subject Property Address: 4320 W. Touhy Avenue
List and Date of Plans Reviewed: • Site Plan • Landscape Plan
Nature of Proposal: The petitioner is proposing to demolish the existing building at 4320 W. Touhy Avenue and construct a new multi-tenet commercial facility.

Review Information

Name of Reviewer:	Andrew Letson, Assistant to the Public Works Director
Reviewer Contact:	Work: 847-745-4851 aletson@lwd.org
Date of Plan Review:	March 16, 2016

Action(s)/Approval(s) Required

- Location and size of sidewalk replacement
- Location and size of water service
- Location and size of sewer service

Applicable Regulations/Requirements

- Section 6-1-1 (Sidewalk Construction)
- Section 12-2 (Water Main and Sewer Connections)

Additional Documents or Information Required/Requested

- Please identify the location and size of proposed water and sewer connections (if changing).

Plan Review Comments:

- Curb Cuts
    - At the two locations where the curb cuts are being removed, the new curb will need to be constructed in such a manner that is acceptable to the Village Engineer.
    - The parkway at both of the closed curb cuts should be restored using topsoil and sod.
    - The landscape plan calls for all of the existing parkway trees to remain. The honey locust on Lowell Avenue is located in close proximity to where the site plan shows the existing curb cut will be widened to. The petitioner will need to properly root prune to ensure health of the tree.
- Sidewalks
    - The sidewalk along Touhy Avenue between the western edge of the grass parkway and Kildare Avenue is in poor condition and is currently a potential trip hazard. This section of sidewalk should be replaced.
    - During replacement of the Touhy Avenue sidewalk, the petitioner will need to root prune to maintain the health of the parkway trees.
    - At the Touhy/Kildare and Touhy/Lowell intersections, the sidewalks should be brought up to the standard set forth by the Americans with Disabilities Act (ADA), to include truncated domes and detectable warnings. The Village prefers fiberglass reinforced plastic panels as manufactured by Access Tile in Brick Red (No. 22144).
    - The sidewalks at the Touhy/Kildare and Touhy/Lowell intersections should be reconstructed to demonstrate that there is no pedestrian crosswalk across Touhy Avenue. There should only be east/west pedestrian access at each intersection.
    - All replacement sidewalks must be at least five feet in width.
- The landscape plan shows a parkway tree at the northeast corner of the property that does not exist.
- The existing water service is connected to the 8-inch main on Touhy Avenue. Please identify if this service will be reused. If the service is to be disconnected and replaced, an IDOT permit would be required for work in the Touhy Avenue right of way.

Recommended Development Approval Conditions

- None

Landscape

Development Review

Project Information

Petitioner or Project Name Radler Plaza
Subject Property Address 4320 W Touhy Avenue
List and Date of Plans Reviewed • Hague Architecture Site Plan
Nature of Proposal Review of Proposed Site Plan

Review Information

Name of Reviewer	Douglas Gotham, RLA
Reviewer Contact Information	CBBEL, 847-823-0500 dgotham@cbbel.com
Date of Plan Review	3-3-16

Action(s)/Approval(s) Required

- None

Applicable Regulations/Requirements

- Village Code – Chapter 15, Article VI: Site Development Standards

Additional Documents or Information Required/Requested

- Full Landscape Plan

Plan Review Comments

- A schematic site plan was provided with the review documents but an actual landscape plan was not submitted. Please provide a complete landscape plan for the site.
- A trash enclosure is indicated but no details to its height or appearance is given. Please provide elevations of the trash enclosure and indicate its materials.
- An 8' masonry screen wall at the rear property line is indicated but no details regarding its appearance is given. The wall should reduce in height as it approaches the ends of the alley for traffic safety sight lines. Please provide details and material description of the screen wall.
- No site lighting has been indicated at this time. Please locate the site lighting on the landscape plan. We are concerned about conflicts with proposed site trees.
- Please provide an estimate of the installed landscape.
- The preliminary site/landscape plan does not illustrate and separation curb from the drive aisles and parking surfaces. Please provide the separation curb.
- The current site plan meets the requirement for a six feet wide landscape setback along the front but does not along the sides of the proposed building.
- The parking lot end island is too narrow for a tree. We would like to see if a tree can be accommodated within the parking lot island.
- We would rather see the landscape requirements met and even enhanced at the perimeter of the site then narrow strips of foundation landscaping.

- **Recommended Development Approval Conditions**

LINCOLNWOOD FIRE DEPARTMENT
6900 N. LINCOLN AVENUE – LINCOLNWOOD, ILLINOIS - 60712
PHONE: 847-673-1545 FAX: 847-673-7456

Development Review

Project Information

Petitioner or Project Name: Radler Plaza
Subject Property Address: 4320 W. Touhy Avenue
List and Date of Plans Reviewed: Site Plan, landscape Plan, and Elevations & Signage
Nature of Proposal: Construction of a new multi-tenant (retail / business) building

Review Information

Name of Reviewer: Battalion Chief Clyde Heineman - Director of Fire Prevention
Reviewer Contact Information: Lincolnwood Fire Department – 847-673-1545 – cheineman@lwd.org
Date of Plan Review: 3-10-2016

Action(s)/Approval(s) Required

- Fire sprinkler plans to be submitted, reviewed, and approved prior to construction of the system.
- Fire alarm plans to be submitted, reviewed, and approved prior to construction of the system.

Applicable Regulations/Requirements

- All plans will be reviewed to the currently adopted versions of the NFPA code set including, *but not limited to* NFPA 1 Fire Code 2009 Edition, NFPA 13 Standard for the Installation of Sprinkler Systems 2010 Edition, NFPA 70 National Electrical Code® 2011 Edition, NFPA 72 National Fire Alarm and Signaling Code 2010 Edition, NFPA 80 Standard for Fire Doors and Other Opening Protectives 2010 Edition, NFPA *101®Life Safety Code®* 2012 Edition, NFPA 110 Standard for Emergency and Standby Power Systems 2010 Edition, as well as the 2006 International Fire Code and local amendments.

Additional Documents or Information Required/Requested

Building Square Footage: 6,430 Square ft. (multi-tenant)
Proposed Occupancy Type: Retail / Business Use
Proposed Occupancy Load: To be determined based on individual occupancy sizes and uses.

- The calculation of all spaces for occupancy loads, exit requirements, and travel distances to be provided in accordance with 2012 *Life Safety Code* "Table 7.3.1.2 Occupant Load Factor".

Plan Review Comments

- The location of the proposed building appears to provide adequate access for fire suppression purposes.
- Water supply and hydrant locations in the area around the proposed structure appear adequate for fire suppression purposes.
- Existing hydrant locations in the area of the proposed building appear to be adequate.
- A NFPA 13 compliant sprinkler system shall be installed throughout the building with each store fed off its own riser, with its own flow alarm switch.
- Fire Department Connection location to be within 100' of a fire hydrant. A fire hydrant must be provided within 100' of the fire department connection for the building if an existing one does not already lie within the required distance.
- Fire Department Connection location to be on the Lowell Avenue side of the building.
- The sprinkler riser room must be 1 hour construction with an outside access door as required by local amendment.
- A complete fire alarm system compliant with NFPA 72® National Fire Alarm & Signaling Code shall be provided as required by NFPA *101®Life Safety Code®* throughout the building.
- The fire alarm system must be configured to "Ring by Tenant" as required by local amendment.
- The fire alarm systems must be connected to the fire department dispatch center by way of the Village of Lincolnwood fire alarm radio network. The fire alarm contractor will be required to coordinate with the Village of Lincolnwood for installation of the radio by the Village's radio contractor at the completion of the alarm systems installations.

Recommended Conditions

- The installation of a Knox Box® (Key Box) at the main entrance. Keys will need to be supplied by the tenant for emergency access by fire companies.

LINCOLNWOOD POLICE DEPARTMENT
6900 N. Lincoln Avenue, Lincolnwood, IL 60712 (847) 673-2167

Development Review

Project Information

Petitioner or Project Name:	Radler Plaza - Hague Architects
Subject Property Address:	4320 West Touhy Avenue
List and Date of Plans Reviewed:	• Development Review Team recommendation regarding the proposed redevelopment for March 16, 2016.
Nature of Proposal:	Proposed Retail/Business multi-tenant use on new 6,430 square foot building. The property itself is occupied by the former Republic Bank Drive-Through facility and on adjoining vacant parking lot area.

Review Information

Name of Reviewer:	Sergeant Travis Raypole			
Reviewer Contact Information:	**Work:**	(847) 745-4740	**Cell: (260) 403-8363**	
	Email	traypole@lwd.org		
Date of Plan Review:	March 16, 2016			

Action(s)/Approval(s) Required

- None

Applicable Regulations/Requirements

- None

Additional Documents or Information Required/Requested

- Photometric Lighting Plan
- Security Plan

Plan Review Comments

- Submit a Security Plan for the property with approval by the Police Chief prior to issuance of the Certificate of Occupancy to include alarms, sensor lights, video surveillance cameras and intrusion detectors made visible to potential offenders and to

assist in any criminal investigation

- Request a private property traffic and parking impact study for the property
- Install stop signs, stop bars and appropriate pedestrian public sidewalk crosswalks at driveway exits onto both Kildare and Lowell Avenues
- Staff recommends consideration of unobstructed line-of-sight near the public streets due to increased pedestrian and vehicular traffic near the property
- Any walkways bordering the building or leading to the entrances should be clearly designated on the plan to prevent any possible pedestrian safety issues.
- There are currently ten metal covered exterior light poles interspersed throughout the grounds of the property

Recommended Development Approval Conditions

- Submit a Security Plan for the property with approval by the Police Chief prior to issuance of the Certificate of Occupancy

RADLER PLAZA

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4320 W. TOUHY AVE.
LINCOLNWOOD, ILLINOIS, 60712

ISSUE FOR LINCOLNWOOD PLAN COMMISSION -
JUNE 8TH, 2016

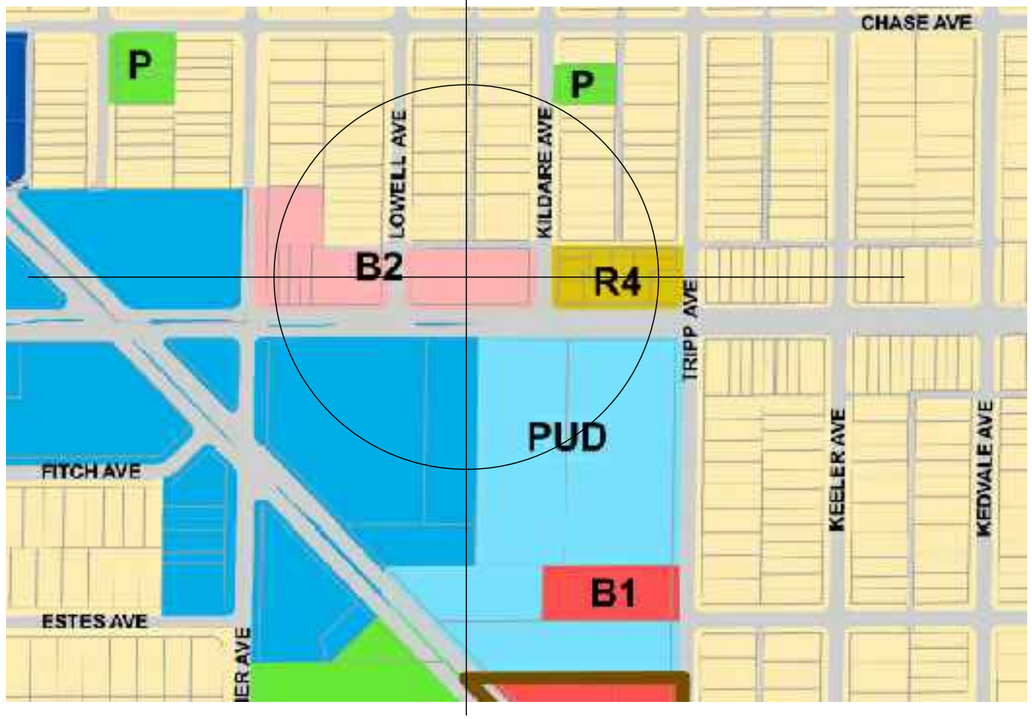


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C	AMBULANCE MANEUVERS IN/OUT

HAGUE ARCHITECTURE
418 CLINTON PLACE
RIVER FOREST, ILLINOIS
60305
708.771.3900

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LAND USE STATISTICS				
	ALLOWED/PERMITTED	PROPOSED	COMPLIANCE	REMARKS
ZONING	PROPOSED B-2	B-2	YES	
LOT SIZE	NA	32,780 SF	YES	
BUILDING HEIGHT	38.0 FT/3 stories	25.42 FT	YES	
MINIMUM FRONT YARD SETBACK	25.0 FT	55.35 FT	YES	
MINIMUM BUILD-TO-LINE	NA	NA	NA	
MINIMUM SIDE YARD SETBACK	10.0 FT	14.75 FT / 64.08 FT	NA	
MINIMUM REAR YARD SETBACK	10.0 FT	21.42 FT	YES	* SEE SEC 4.07 (3) & 6.16
TRANSITION YARD REQUIREMENT (4.07(3) & 6.16)	8.0 FT HT. MASONRY WALL & 5.0 FT LANDSCAPE BUFFER	8.0 HT. MASONRY WALL & 0.5 FT. LANDSCAPE BUFFER	NO	
BUILDING SF	NA	6430 SF	NA	
OFF-STREET PARKING	22 SPOTS (3.3/1000 SF)	44	YES	

BUILDING CODES:

2009 INTERNATIONAL BUILDING CODE
2009 INTERNATIONAL RESIDENTIAL CODE
2009 INTERNATIONAL FIRE CODE
2011 NATIONAL ELECTRICAL CODE
2009 INTERNATIONAL MECHANICAL CODE
2009 INTERNATIONAL PROPERTY MAINTENANCE CODE
2009 INTERNATIONAL FUEL GAS CODE
2015 INTERNATIONAL ENERGY CONSERVATION CODE
ILLINOIS PLUMBING CODE, CURRENT EDITION
2015 ILLINOIS WATERSENSE DEVICE ORDINANCE
ELEVATOR CODE, OFFICE OF THE STATE FIRE MARSHALL

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418 CLINTON PLACE
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60305
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RADLER PLAZA

4320 W TOUHY AVENUE
LINCOLNWOOD, ILLINOIS

ZONING & CODES

A-01

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4320 WEST TOUHY AVENUE

VILLAGE OF LINCOLNWOOD, ILLINOIS

PRELIMINARY IMPROVEMENT PLANS

LEGEND

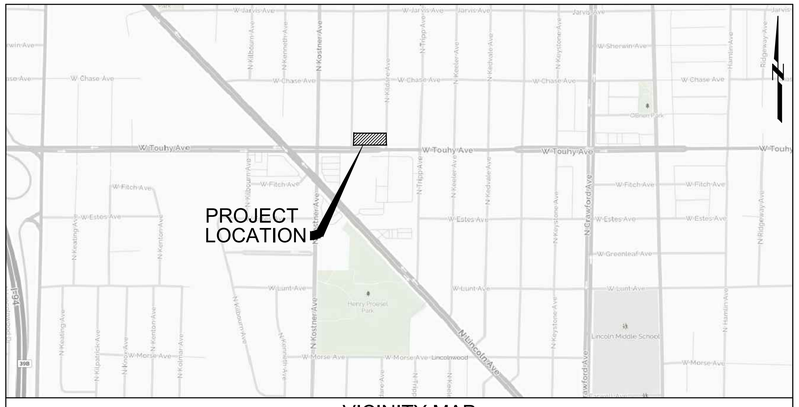
EXISTING	PROPOSED	DESCRIPTION
		LIGHT STANDARD/DOUBLE LIGHT STANDARD
		WATER VALVE VAULT
		WATER VALVE BOX
		FIRE HYDRANT
		BUFFALO BOX
		SANITARY MANHOLE
		FLARED END SECTION
		STORM INLET
		STORM CATCH BASIN
		STORM MANHOLE
		CLEANOUT
		STORM SEWER PIPE
		SANITARY SEWER PIPE
W	W	WATER MAIN PIPE
FM	FM	FORCEMAIN PIPE
		STORM SEWER SERVICE
		SANITARY SEWER SERVICE
		WATER MAIN SERVICE
615.90 / 610.20	615.90 / 610.20	SANITARY RIM ELEVATION / SANITARY INVERT ELEVATION
616.50	616.50 / 29+00	WATER GRADE RING ELEVATION / WATER STATION LOCATION
615.90 / 606.20	615.90 / 606.20	STORM RIM ELEVATION / STORM INVERT ELEVATION
	XX	PROPOSED SANITARY STRUCTURE LABEL
	FH-XX	PROPOSED WATER STRUCTURE LABEL
	XX	PROPOSED STORM STRUCTURE LABEL
		PROPOSED RETAINING WALL
		CURB AND GUTTER
		DEPRESSED CURB AND GUTTER
		REVERSE CURB AND GUTTER
		SIDEWALK
		SWALE FLOW ARROW
		DRAINAGE ARROW
		OVERLAND FLOW
64	64	1 FOOT CONTOURS
		ACCESSIBLE CURB RAMP

ABBREVIATIONS

ADJ	ADJUST	E	ELECTRIC	MH	STORM MANHOLE	RT	RIGHT
AGG.	AGGREGATE GRAVEL	E-E	EDGE TO EDGE	MIN.	MINIMUM	SAN	SANITARY SEWER
B.A.M.	BIT. AGG. MIXTURE	ELEV.	ELEVATION	NWL	NORMAL WATER LEVEL	SF	SQUARE FOOT
B-B	BACK TO BACK	E/P	EDGE OF PAVEMENT	OLID	OPEN LID	SHLD.	SHOULDER
B/P	BOTTOM OF PIPE	EX.	EXISTING	P.E.	PRIVATE ENTRANCE	SL	STREET LIGHT
B/WALL	GROUND AT BOTTOM OF WALL	F.E.	FIELD ENTRANCE	PERF.	PERFORATED	SMH	SANITARY MANHOLE
B.B.	BUFFALO BOX	F-F	FACE TO FACE	PC	POINT OF CURVE	ST	STORM SEWER
BIT.	BITUMINOUS CONCRETE	FF	FINISHED FLOOR	P.C.C.	PORTLAND CEMENT CONCRETE	STA.	STATION
BM	BENCHMARK	FES	FLARED END SECTION	PCC	POINT OF COMPOUND CURVE	STD	STANDARD
B.O.	BY OTHERS	FH	FIRE HYDRANT	PGL	PROFILE GRADE LINE	SW	SIDEWALK
C.E.	COMMERCIAL ENTRANCE	F/L	FLOW LINE	PI	POINT OF INTERSECTION	SY	SQUARE YARDS
CB	CATCH BASIN	FM	FORCE MAIN	PL	PROPERTY LINE	TBR	TO BE REMOVED
CL	CENTERLINE	G	GROUND	PP	POWER POLE	T	TELEPHONE
CLID	CLOSED LID	GAS	GAS	PROP.	PROPOSED	T-A	TYPE A
CMP	CORRUGATED METAL PIPE	GU	GUTTER ELEVATION	PT	POINT OF TANGENCY	T/C	TOP OF CURB
CNTRL	CONTROL	GW	GUY WIRE	PVC	POLYVINYL CHLORIDE PIPE	T/F	TOP OF FOUNDATION
C.O.	CLEAN OUT	H.C.	HANDICAP	P.V.C.	POINT OF VERTICAL CURVE	T/P	TOP OF PIPE
CONC.	CONCRETE	HDWL	HEADWALL	PVI	POINT OF VERTICAL INTERSECTION	TW	TOP OF WALK
CY	CUBIC YARD	HH	HANDHOLE	PVT	POINT OF VERTICAL TANGENCY	T/WALL	TOP OF WALL
D	DITCH	HWL	HIGH WATER LEVEL	P	PAVEMENT	TEMP	TEMPORARY
DIA.	DIAMETER	INL	INLET	R	RADIUS	TRANS	TRANSFORMER
DIP	DUCTILE IRON PIPE	INV.	INVERT	R.O.W.	RIGHT-OF-WAY	V.B.	VALVE BOX
DIWM	DUCTILE IRON WATER MAIN	IP	IRON PIPE	RCP	REINFORCED CONCRETE PIPE	V.V.	VALVE VAULT
DT	DRAIN TILE	MAX.	MAXIMUM	REM	REMOVAL	WL	WATER LEVEL
D.S.	DOWN SPOUT	MB	MAILBOX	RR	RAILROAD	WM	WATER MAIN



AERIAL MAP N.T.S.



VICINITY MAP N.T.S.

INDEX OF DRAWINGS	
SHEET NO.	DRAWING TITLE
C1.0	COVER SHEET
C2.0	EXISTING CONDITIONS
C3.0	SITE DIMENSIONAL AND PAVING PLAN
C4.0	UTILITY PLAN
C5.0	SITE GRADING AND EROSION CONTROL PLAN
C6.0	MWRD NOTES AND DETAILED SPECIFICATIONS
L1.0	PRELIMINARY LANDSCAPE PLAN

CONTACT JULIE AT 811
OR 800-892-0123

48 HOURS (2 working days) BEFORE YOU DIG

NOTE:
THE LOCATION, ELEVATION, SIZE, AND TYPES OF ALL EXISTING UNDERGROUND UTILITIES ARE SHOWN IN AN APPROXIMATE WAY ONLY AND HAVE NOT BEEN INDEPENDENTLY VERIFIED BY THE OWNER OR ITS REPRESENTATIVE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DETERMINING THE EXACT LOCATION, ELEVATION, SIZE AND TYPES OF ALL EXISTING UTILITIES PRIOR TO COMMENCING WORK AND AGREES TO BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES WHICH MIGHT BE OCCASIONED BY THE CONTRACTOR'S FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL UNDERGROUND UTILITIES.

NOTE:
THE BOUNDARY AND TOPOGRAPHIC SURVEY INFORMATION FOR THIS PROJECT IS BASED ON A BOUNDARY AND TOPOGRAPHIC FIELD SURVEY PREPARED BY OTHERS ON 05-26-2016. THE CONTRACTOR SHALL VERIFY THE EXISTING CONDITIONS PRIOR TO CONSTRUCTION AND SHALL IMMEDIATELY NOTIFY THE OWNER, ARCHITECT, AND ENGINEER IN WRITING OF ANY DIFFERING CONDITIONS.

REVISIONS

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Wolf Pack CONSULTING, LLC
Civil Engineering
Land Planning
Land Surveying
Project Entitlements
Stormwater Management
1612 Ogden Avenue, Suite 202, Lisle, IL 60532
Office: (630) 964-3117 • wolfpackclg.com

COVER SHEET

4320 WEST TOUHY AVENUE

VILLAGE OF LINCOLNWOOD, ILLINOIS

PENDING APPROVAL - NOT FOR CONSTRUCTION

PROJ. MGR.:	PJW
PROJ. ENG.:	KM
DRAWN BY:	KM
DATE:	06-03-16
SCALE:	N.T.S.

SHEET NO.
C1.0

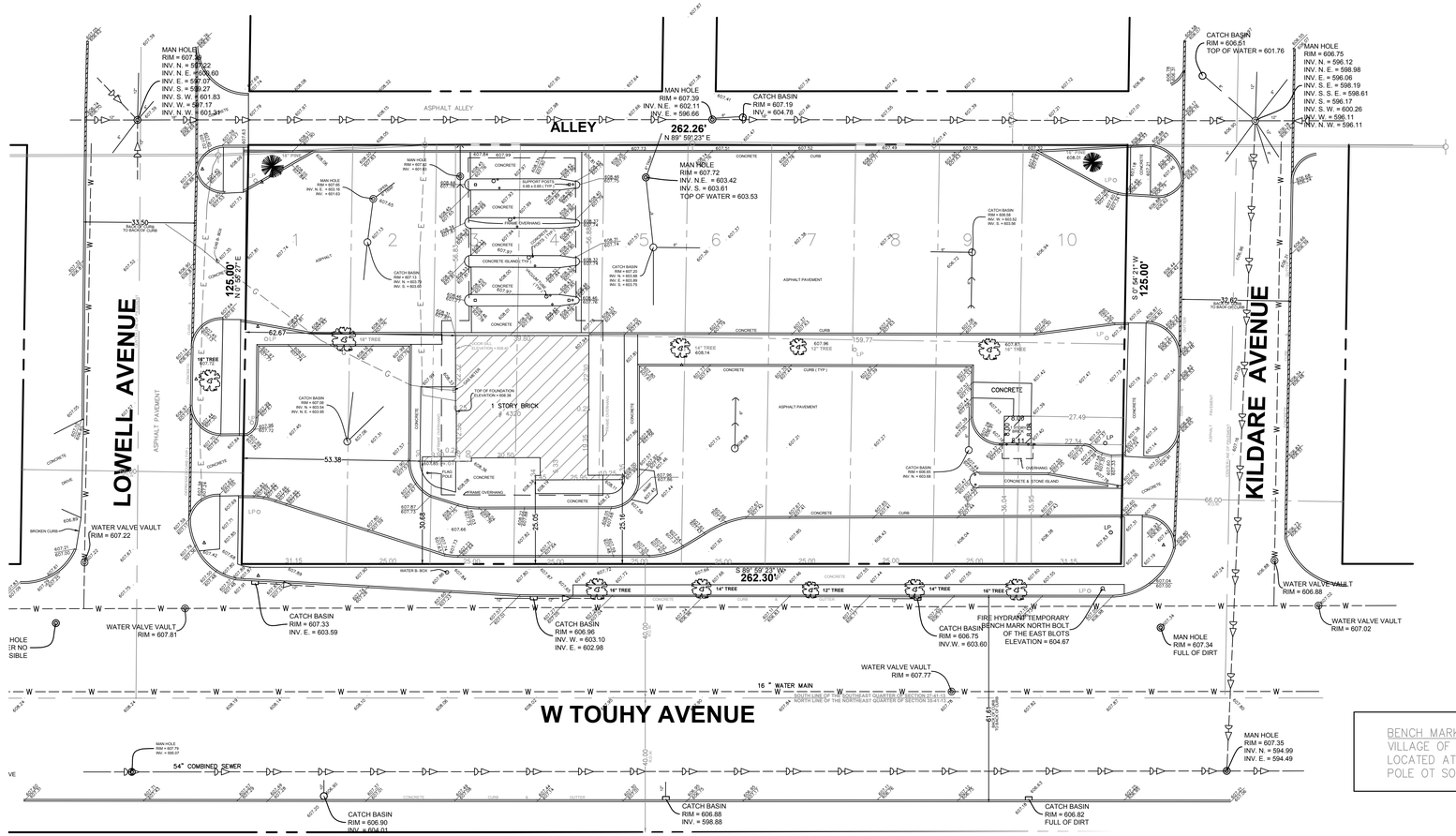
PROJ. NUMBER:

NOTE:
THE BOUNDARY AND TOPOGRAPHIC SURVEY INFORMATION FOR THIS PROJECT IS BASED ON A BOUNDARY AND TOPOGRAPHIC FIELD SURVEY PREPARED ON 05-25-2016 BY SAMBORSKI, MATTIS, INC. LAND SURVEYORS. THE CONTRACTOR SHALL VERIFY THE EXISTING CONDITIONS PRIOR TO CONSTRUCTION AND SHALL IMMEDIATELY NOTIFY THE OWNER, ARCHITECT, AND ENGINEER IN WRITING OF ANY DIFFERING CONDITIONS.

Return to VB Agenda

GRAPHIC SCALE
20 0 10 20 40
(IN FEET)
1 inch = 20 ft.

LOTS 1 TO 10 INCLUSIVE IN BLOCK 2 IN KOSTNER AVENUE ADDITION TO KENILWORTH HIGHLANDS, BEING A SUBDIVISION OF THE SOUTH HALF OF THE WEST 10 ACRES OF THE SOUTH 20 ACRES OF THE WEST 80 ACRES OF THE SOUTH EAST QUARTER OF SECTION 27, TOWNSHIP 41 NORTH, RANGE 13, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.



EXISTING CONDITIONS SITE DATA

TOTAL LOT AREA = 32780.8 S.F.

EX. IMPERVIOUS AREA = 27336.3 S.F.

EX. PERVIOUS AREA = 5444.5 S.F.

PERCENT EX. IMPERVIOUS AREA = 83.4%

BENCH MARK
VILLAGE OF LINCOLNWOOD BENCH MARK # 65
LOCATED AT THE NORTH END CONCRETE BASE OF LIGHT POLE OT SOUTHEAST CORNER OF KOSTNER AND TOUHY

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EXISTING CONDITIONS

4320 WEST TOUHY AVENUE

VILLAGE OF LINCOLNWOOD, ILLINOIS

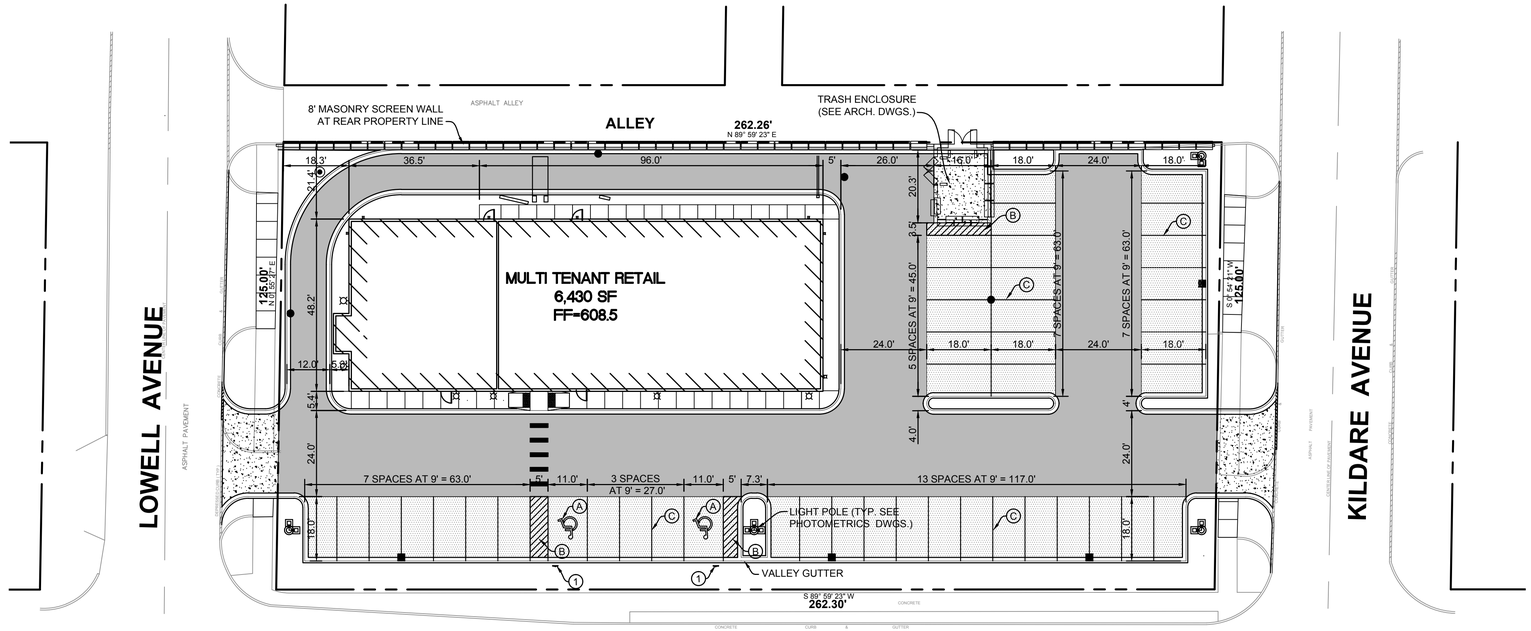
PROJ. MGR.:	PJW
PROJ. ENG.:	KM
DRAWN BY:	KM
DATE:	06-03-16
SCALE:	1"=20'

SHEET NO.
C2.0

PROJ. NUMBER:

PENDING APPROVAL - NOT FOR CONSTRUCTION

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GRAPHIC SCALE

20 0 10 20 40

(IN FEET)

1 inch = 20 ft.

LOT COVERAGE DATA

TOTAL LOT AREA = 0.75 AC

TOTAL PROPOSED IMPERVIOUS AREA = 0.66 AC

TOTAL PROPOSED PERVIOUS AREA = 0.09 AC

PERCENT PROPOSED IMPERVIOUS AREA = 88%

PAVEMENT MARKING AND SIGN LEGEND

(1) R7-8 HANDICAP PARKING SIGN (12"X18") WITH $500 FINE AND R7-8A VAN ACCESSIBLE SIGN

(A) HANDICAP SYMBOL PER LATEST ADA STANDARDS

(B) 4" SOLID YELLOW AT 24" C-C AT 45 DEGREES

(C) 4" SOLID YELLOW STRIPE (TYP)

GENERAL NOTES

1. ALL DIMENSIONS AND CURB RADII ARE TO FACE OF CURB UNLESS OTHERWISE NOTED.
2. ALL CURB SHALL BE B6.12 CURB AND GUTTER.
3. ALL SIDEWALK SHALL BE COMBINATION SIDEWALK AND BARRIER CURB AND SHALL BE MONOLITHICALLY CAST ACCORDING TO THE DETAIL.
4. ALL RADII ARE 3.0' UNLESS OTHERWISE NOTED.
5. ALL SITE SIGNAGE SHALL BE IN CONFORMANCE WITH MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (M.U.T.C.D.) STANDARDS, LATEST EDITION.
6. PARKING SPACES SHALL BE ANGLED AT 90° TO THE ASSOCIATED DRIVE AISLE UNLESS OTHERWISE NOTED.
7. DETECTABLE WARNING STRIPS WITH TRUNCATED DOMES ON CURB RAMPS SHALL CONSIST OF A DETECTABLE WARNING PLATE IN CONFORMANCE WITH THE VILLAGE OF ALGONQUIN'S APPROVED MATERIAL LIST.
8. REFER TO ARCHITECTURAL AND SIGNAGE PLANS FOR ANY ADDITIONAL SITE SIGNAGE AND PAVEMENT MARKINGS.
9. ALL TRAFFIC SIGNS SHALL BE INSTALLED AT 7' HIGH MEASURED FROM THE GROUND ELEVATION TO THE BOTTOM OF SIGN.

SITE PAVING LEGEND

HEAVY DUTY ASPHALT PAVEMENT
1.5" BITUMINOUS SURFACE COURSE, HOT MIX ASPHALT, MIX D, N50
2.5" BITUMINOUS BINDER COURSE, HOT MIX ASPHALT, IL-19, N50
12" AGGREGATE BASE COURSE, TYPE B (IDOT GRAD CA-6)

LIGHT DUTY ASPHALT PAVEMENT
1.5" BITUMINOUS SURFACE COURSE, HOT MIX ASPHALT, MIX D, N50
2.5" BITUMINOUS BINDER COURSE, HOT MIX ASPHALT, IL-19, N50
10" AGGREGATE BASE COURSE, TYPE B (IDOT GRAD CA-6)

CONCRETE PAVEMENT
8" P.C. CONCRETE PAVEMENT
4" AGGREGATE BASE (CA-6)

SIDEWALK PAVEMENT
5" P.C. CONCRETE PAVEMENT
4" AGGREGATE BASE (CA-6)

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SITE DIMENSIONAL AND PAVING PLAN

4320 WEST TOUHY AVENUE

VILLAGE OF LINCOLNWOOD, ILLINOIS

PROJ. MGR.:	PJW
PROJ. ENG.:	KM
DRAWN BY:	KM
DATE:	06-03-16
SCALE:	1"=20'

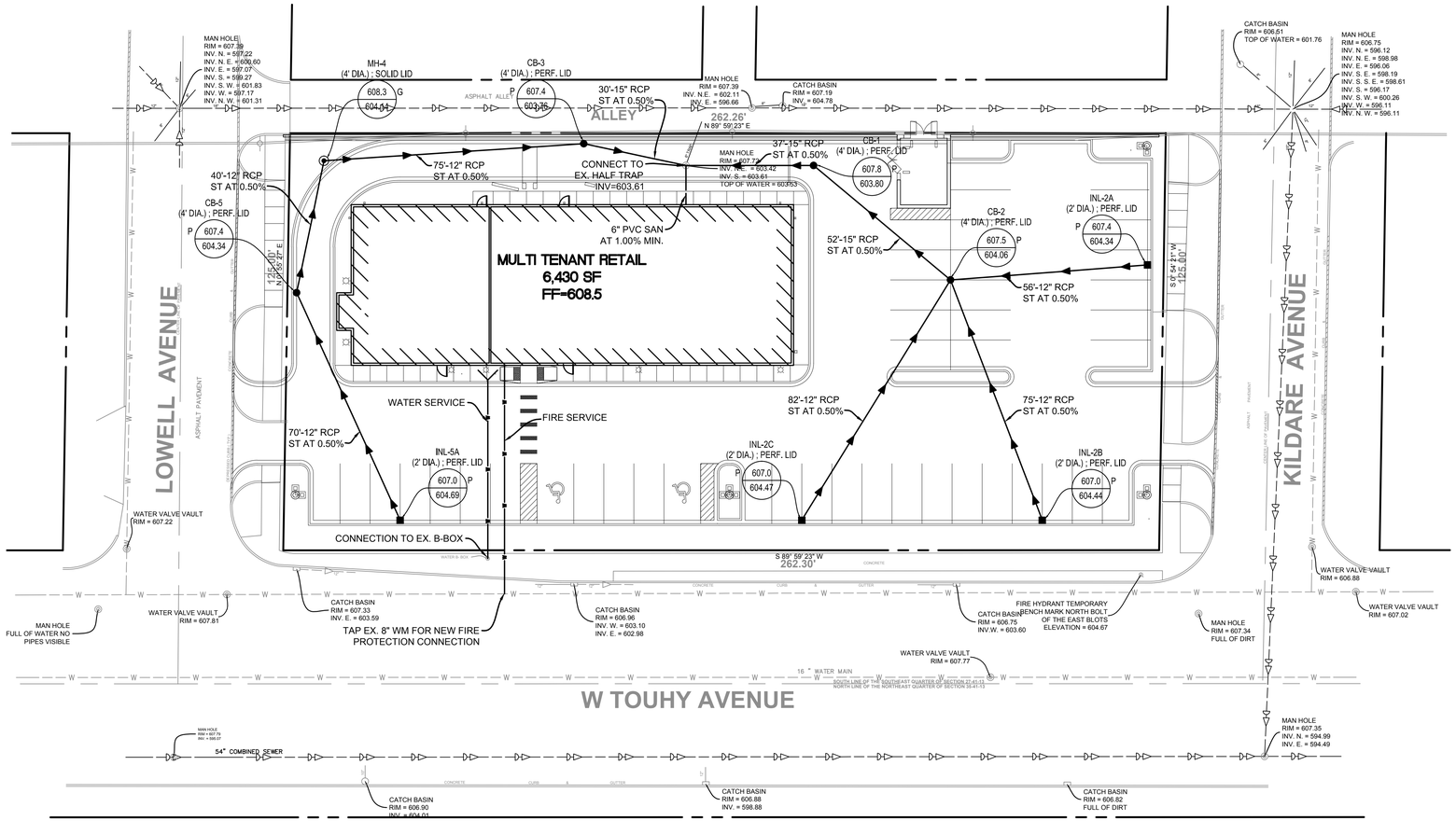
SHEET NO.

C3.0

PROJ. NUMBER:

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GRAPHIC SCALE

20 0 10 20 40

(IN FEET)

1 inch = 20 ft.

NOTES

1. EXISTING UTILITY INFORMATION SHOWN IS BASED ON BEST AVAILABLE RECORDS AT THIS TIME. THE CONTRACTOR SHALL FIELD VERIFY LOCATION, SIZE AND DEPTH BEFORE ORDERING ANY MATERIAL, OR BEGINNING ANY PROPOSED CONSTRUCTION.
2. DIMENSIONS ARE TO FACE OF CURB UNLESS OTHERWISE NOTED.
3. FRAMES AND GRATES ARE AS FOLLOWS UNLESS OTHERWISE NOTED:
   F&SL IN OPEN SPACE AND PAVEMENT: EJIW 1050-Z1 (SOLID LID)
   F&PL IN OPEN SPACE: EJIW 6527
   F&PL IN PAVEMENT: EJIW 1050-Z1 (OPEN LID)

   F&PL ALONG STANDARD CURB LINE: EJIW 7010 WITH TYPE T1 BACK AND TYPE M3 GRATE; FOR B6-12 APPLICATIONS, WIDEN GUTTER SECTION IF NECESSARY TO ACCOMODATE THE LARGER GRATE SECTION.

   F&PL ALONG DEPRESSED CURB LINE: EJIW 7010 WITH TYPE M1 FLAT GRATE

   EJIW = EAST JORDAN IRON WORKS
   F&SL = FRAME AND SOLID LID
   F&PL = FRAME AND PERFORATED LID
4. SEE LANDSCAPE PLANS FOR PROPOSED TREE LOCATIONS.
5. UTILITY CROSSINGS BETWEEN WET UTILITIES (WATER, SANITARY, STORM) AND DRY UTILITIES (GAS, ELECTRIC, TELEPHONE, TELE-COMMUNICATIONS) SHALL BE COORDINATED BETWEEN THE CONTRACTOR AND THE UTILITY COMPANIES TO ACCOMMODATE THE DESIGN OF THE WET UTILITY.
6. SEE ARCHITECTURAL AND PLUMBING PLANS FOR INVERT AND EXACT ENTRY LOCATION OF ALL BUILDING SERVICES.
7. THE ROUTING FOR TELEPHONE, ELECTRIC AND GAS SERVICE IF SHOWN IS FOR SCHEMATIC PURPOSES ONLY. THE CONTRACTOR SHALL CONTACT THE INDIVIDUAL UTILITY COMPANIES TO DETERMINE ACTUAL ROUTE AND COORDINATE THEIR CONSTRUCTION.
8. DRY UTILITY CONDUITS SHALL MAINTAIN 5 FT. OF HORIZONTAL SEPARATION FROM OTHER UTILITIES EXCEPT AT CROSSINGS.
9. CONTRACTOR SHALL BE RESPONSIBLE FOR ALL FINAL UTILITY PIPE CLEANING PRIOR TO UTILITY BEING PUT INTO SERVICE.
10. CONTRACTOR SHALL PROVIDE WATER MAIN PROTECTION IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS, LATEST EDITION.
11. RESTORE DISTURBED AREAS TO EXISTING CONDITION. 6" TOPSOIL RESPREAD AND HYDROSEED. PROTECT EXISTING UTILITIES AND STORM LINE BEFORE CONSTRUCTION.
12. SEWER LINES CROSSING OVER WATER MAIN SHALL BE "WATERMAIN QUALITY" PVC A MIN. DISTANCE OF 10' PAST THE CROSSING.
13. ALL DOWNSPOUTS MUST DIRECTLY CONNECT TO THE STORM WATER COLLECTION SYSTEM.
14. ALL FLAT-TOP STRUCTURES SHALL HAVE A MINIMUM 2 INCH ADJUSTING RING DIRECTLY CAST INTO THE TOP OF THE STRUCTURE.
15. SANITARY SEWER SERVICE SHALL BE CONSIDERED PRIVATELY OWNED FROM THE BUILDING TO THE CONNECTION AT THE SEWER MAIN.

NOTE:
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SITE UTILITY PLAN

4320 WEST TOUHY AVENUE

VILLAGE OF LINCOLNWOOD, ILLINOIS

PROJ. MGR.:	PJW
PROJ. ENG.:	KM
DRAWN BY:	KM
DATE:	06-03-16
SCALE:	1"=20'

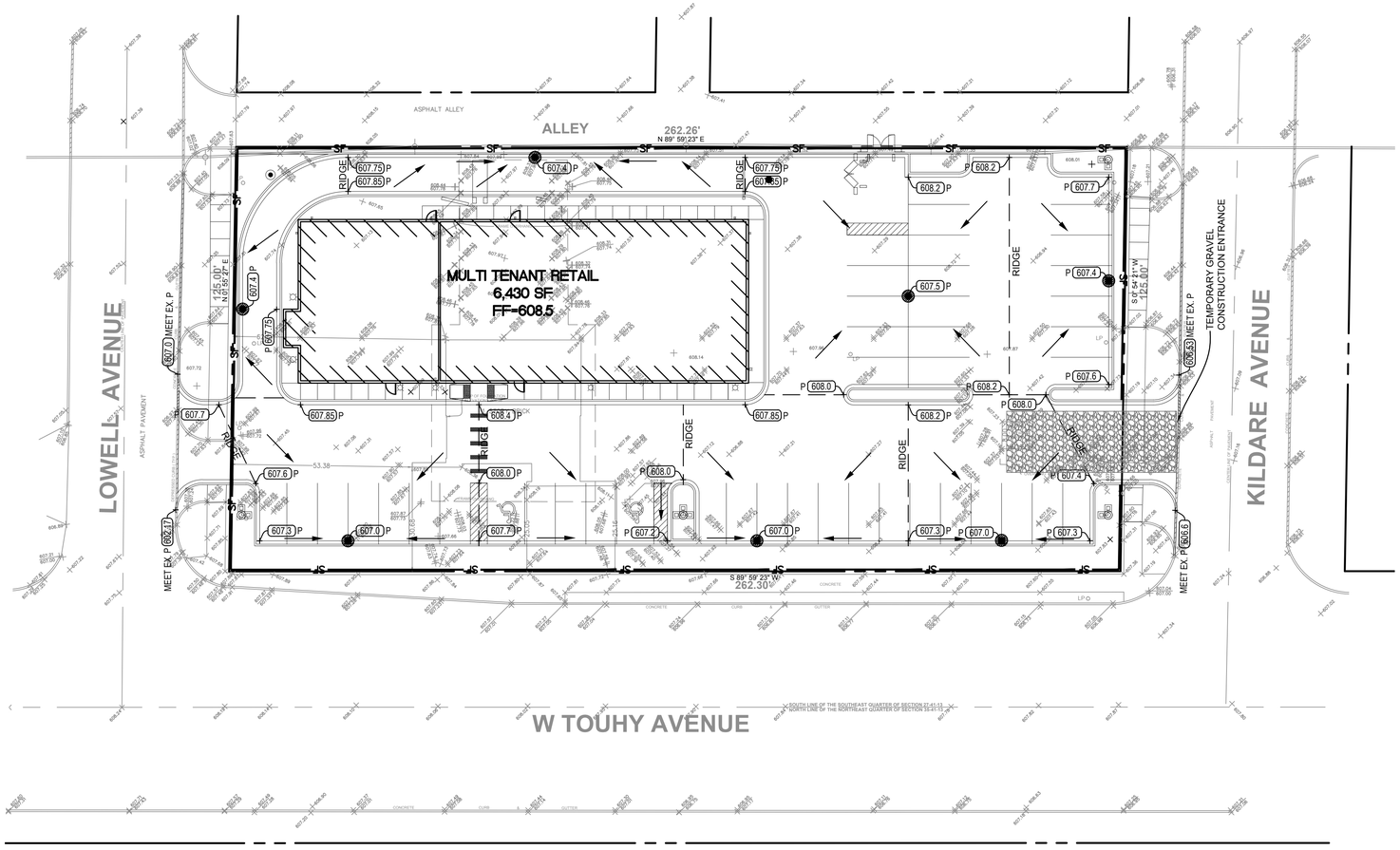
SHEET NO.

C4.0

PROJ. NUMBER:

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GRAPHIC SCALE

20 0 10 20 40

(IN FEET)
1 inch = 20 ft.

EROSION CONTROL LEGEND

—SF—	SILT FENCE
	INLET FILTER BASKET

THESE EROSION CONTROL PLANS ARE A PORTION OF THE ILLINOIS ENVIRONMENTAL PROTECTION AGENCY (IEPA) TOTAL REQUIREMENTS FOR A COMPLETE STORMWATER POLLUTION PREVENTION PLAN (SWPPP) AS REQUIRED BY THE NPDES PERMIT NO. ILR10. THE CLIENT AND/OR CONTRACTOR WILL BE RESPONSIBLE FOR COMPLIANCE WITH ALL REQUIREMENTS OF THE GENERAL NPDES PERMIT AND COMPILATION OF THE COMPLETE SWPPP.

EROSION AND SEDIMENT CONTROL NOTES

1. CONTRACTOR TO INSTALL CONSTRUCTION ENTRANCE PRIOR TO COMMENCEMENT OF WORK.
2. CONTRACTOR TO INSTALL SILT FENCE PRIOR TO COMMENCEMENT OF ANY EARTHWORK. CONTRACTOR TO MAINTAIN SILT FENCE AS SHOWN AND INSTALL ADDITIONAL SILT FENCE WHEREVER NECESSARY THROUGHOUT CONSTRUCTION ACTIVITIES TO MINIMIZE SOIL EROSION.
3. ALL SEDIMENT AND EROSION CONTROL MEASURES IN AND AROUND THE PROPOSED IMPROVEMENTS ARE TO REMAIN IN PLACE AND TO BE MAINTAINED THROUGHOUT CONSTRUCTION ACTIVITIES UNTIL THE PROPOSED IMPROVEMENTS ARE COMPLETED AND THE SITE ADEQUATELY STABILIZED PER IEPA STANDARDS.
4. SEDIMENT AND EROSION CONTROL DEVICES SHALL BE FUNCTIONAL BEFORE LAND IS OTHERWISE DISTURBED ON THE SITE.
5. THE SURFACE OF STRIPPED AREAS SHALL BE PERMANENTLY OR TEMPORARILY PROTECTED FROM SOIL EROSION WITHIN 14 DAYS AFTER FINAL GRADE IS REACHED. STRIPPED AREAS NOT AT FINAL GRADE THAT WILL REMAIN UNDISTURBED FOR MORE THAN 14 DAYS AFTER INITIAL DISTURBANCE SHALL BE PROTECTED FROM EROSION.
6. IF A STOCKPILE IS TO REMAIN IN PLACE FOR MORE THAN 3 DAYS, THEN SEDIMENT AND EROSION CONTROL DEVICES SHALL BE INSTALLED DURING CONSTRUCTION.
7. OFF-SITE STORM SEWER INLETS SHALL BE PROTECTED WITH SEDIMENT TRAPPING OR FILTER CONTROL DEVICES DURING CONSTRUCTION.
8. WATER PUMPED OR OTHERWISE DISCHARGED FROM THE SITE DURING CONSTRUCTION DEWATERING SHALL BE FILTERED.
9. ANY SOIL, MUD OR DEBRIS WASHED, TRACKED, OR DEPOSITED ONTO THE STREET SHALL BE REMOVED PRIOR TO THE END OF EACH WORK DAY.
10. VEHICULAR ACCESS TO THE SITE SHALL BE RESTRICTED TO A GRAVEL DRIVE SAID GRAVEL DRIVE SHALL BE INSTALLED WITHIN 3 DAYS OF EXISTING PAVEMENT REMOVAL AND BEFORE ANY NEW CONSTRUCTION BEGINS AT THE SITE.
11. ADDITIONAL EROSION CONTROL MEASURES MAY BE REQUIRED BY THE MUNICIPALITY AS CONSTRUCTION PROGRESSES.
12. ALL TEMPORARY EROSION AN SEDIMENTATION CONTROL MEASURES SHALL BE REMOVED AND DISPOSED OF IN ACCORDANCE WITH ALL JURISDICTIONAL GOVERNMENTAL AGENCY REQUIREMENTS WITHIN 30 DAYS OF STABILIZATION.

SUGGESTED CONSTRUCTION SEQUENCE

1. INSTALL SILT FENCE AT LOCATIONS AS INDICATED ON THE PLANS.
2. CONSTRUCT TEMPORARY STABILIZED CONSTRUCTION ENTRANCE.
3. SITE DEMOLITION/EXISTING PAVEMENT REMOVAL AND EXCESS MATERIAL HAUL OFF.
4. CUT AND FILL PARKING LOT TO SUB-GRADE.
5. CONSTRUCT UNDERGROUND IMPROVEMENTS; SANITARY SEWER, WATERMAIN, STORM SEWER, ETC. INSTALL INLET PROTECTION IN AND AROUND DRAINAGE STRUCTURES AS THEY ARE CONSTRUCTED
6. CONSTRUCT PARKING LOT AND BUILDING IMPROVEMENTS PER PLAN.
7. COMPLETE TOPSOIL PLACEMENT AND PERMANENT SEEDING/SODDING AND LANDSCAPING.
8. REMOVE AND PROPERLY DISPOSE OF TEMPORARY EROSION CONTROL MEASURES.

GRADING NOTES

1. ALL PAVEMENT SPOT GRADE ELEVATIONS AND RIM ELEVATIONS WITHIN OR ALONG CURB REFER TO EDGE OF PAVEMENT ELEVATIONS UNLESS OTHERWISE NOTED.
2. ALL ELEVATIONS SHOWN DEPICT FINISHED GRADE UNLESS OTHERWISE NOTED. SUBTRACT TOPSOIL THICKNESS OR PAVEMENT SECTION TO ESTABLISH SUBGRADE ELEVATIONS.
3. PROVIDE 2.00% MAX (1.00% MIN) CROSS SLOPE AND 5.00% MAX LONGITUDINAL SLOPE ON ALL ON-SITE SIDEWALKS. ALWAYS MAINTAIN POSITIVE DRAINAGE AWAY FROM BUILDING.
4. EXISTING TOPOGRAPHIC SURVEY WAS PREPARED BY OTHERS. THE CONTRACTOR SHALL FIELD VERIFY EXISTING CONDITIONS PRIOR TO CONSTRUCTION AND BEFORE ORDERING MATERIALS. THE CONTRACTOR SHALL PROMPTLY NOTIFY THE CIVIL ENGINEER OF ANY DISCREPANCIES.
5. SEE LANDSCAPE PLANS FOR MORE INFORMATION ON SITE LANDSCAPING.

REVISIONS

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SITE GRADING AND EROSION CONTROL PLAN

4320 WEST TOUHY AVENUE

VILLAGE OF LINCOLNWOOD, ILLINOIS

PENDING APPROVAL - NOT FOR CONSTRUCTION

PROJ. MGR.:	PJW
PROJ. ENG.:	KM
DRAWN BY:	KM
DATE:	06-03-16
SCALE:	1"=20'

SHEET NO.

C5.0

PROJ. NUMBER:

Return to VB Agenda

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 LINCOLNWOOD 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.

B. NOTIFICATIONS

1. THE MWRD LOCAL SEWER SYSTEMS SECTION FIELD OFFICE MUST BE NOTIFIED AT LEAST TWO (2) WORKING DAYS PRIOR TO THE COMMENCEMENT OF ANY WORK (CALL 708-588-4055).

2. THE VILLAGE OF LINCOLNWOOD 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.L.I.E. AT 1-800-892-0123.

C. GENERAL NOTES

1. ALL ELEVATIONS SHOWN ON PLANS REFERENCE THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88). CONVERSION FACTOR IS 0.00 FT.

2. MWRD, 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, MWRD, 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 MWRD AND THE MUNICIPALITY UNLESS CHANGES ARE APPROVED BY MWRD, 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. VERIFY 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.

7. MATERIAL AND COMPACTION TESTING SHALL BE PERFORMED IN ACCORDANCE WITH THE REQUIREMENTS OF THE MUNICIPALITY, MWRD, AND OWNER.

8. THE UNDERGROUND CONTRACTOR SHALL MAKE ALL NECESSARY ARRANGEMENTS TO NOTIFY ALL INSPECTION AGENCIES.

9. ALL NEW AND EXISTING UTILITY STRUCTURES ON SITE AND IN AREAS DISTURBED DURING CONSTRUCTION SHALL BE ADJUSTED TO FINISH GRADE PRIOR TO FINAL INSPECTION.

10. RECORD DRAWINGS SHALL BE KEPT BY THE CONTRACTOR AND SUBMITTED TO THE ENGINEER AS SOON AS UNDERGROUND IMPROVEMENTS ARE COMPLETED. FINAL PAYMENTS TO THE CONTRACTOR SHALL BE HELD UNTIL THEY ARE RECEIVED. ANY CHANGES IN LENGTH, LOCATION OR ALIGNMENT SHALL BE SHOWN IN RED. ALL WYES OR BENDS SHALL BE LOCATED FROM THE DOWNSTREAM MANHOLE. ALL VALVES, B-BOXES, TEES OR BENDS SHALL BE TIED TO A FIRE HYDRANT.

D. SANITARY SEWER

1. THE CONTRACTOR SHALL TAKE MEASURES TO PREVENT ANY POLLUTED WATER, SUCH AS GROUND AND SURFACE WATER, FROM ENTERING THE EXISTING SANITARY SEWERS.

2. A WATER-TIGHT PLUG SHALL BE INSTALLED IN THE DOWNSTREAM SEWER PIPE AT THE POINT OF SEWER CONNECTION PRIOR TO COMMENCING ANY SEWER CONSTRUCTION. THE PLUG SHALL REMAIN IN PLACE UNTIL REMOVAL IS AUTHORIZED BY THE MUNICIPALITY AND/OR MWRD AFTER THE SEWERS HAVE BEEN TESTED AND ACCEPTED.

3. DISCHARGING ANY UNPOLLUTED WATER INTO THE SANITARY SEWER SYSTEM FOR THE PURPOSE OF SEWER FLUSHING OF LINES FOR THE DEFLECTION TEST SHALL BE PROHIBITED WITHOUT PRIOR APPROVAL FROM THE MUNICIPALITY OR MWRD.

4. ALL SANITARY SEWER CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS (LATEST EDITION).

5. ALL FLOOR DRAINS SHALL DISCHARGE TO THE SANITARY SEWER SYSTEM.

6. ALL DOWNSPOUTS AND FOOTING DRAINS SHALL DISCHARGE TO THE STORM SEWER SYSTEM.

7. ALL SANITARY SEWER PIPE MATERIALS AND JOINTS (AND STORM SEWER PIPE MATERIALS AND JOINTS IN A COMBINED SEWER AREA) SHALL CONFORM TO THE FOLLOWING:

PIPE MATERIAL	PIPE SPECIFICATIONS	JOINT SPECIFICATIONS
VITRIFIED CLAY PIPE	ASTM C-700	ASTM C-425
REINFORCED CONCRETE SEWER PIPE	ASTM C-76	ASTM C-443
CAST IRON SOIL PIPE	ASTM A-74	ASTM C-564
DUCTILE IRON PIPE	ANSI A21.51	ANSI A21.11
POLYVINYL CHLORIDE (PVC) PIPE		
6-INCH TO 15-INCH DIAMETER SDR 26	ASTM D-3034	ASTM D-3212
18-INCH TO 27-INCH DIAMETER F/DY=46	ASTM F-679	ASTM D-3212
HIGH DENSITY POLYETHYLENE (HDPE)	ASTM D-3350 ASTM D-3035	ASTM D-3261,F-2620 (HEAT FUSION) ASTM D-3212,F-477 (GASKETED)
WATER MAIN QUALITY PVC		
4-INCH TO 36-INCH	ASTM D-2241	ASTM D-2672 OR ASTM D-3139
4-INCH TO 12-INCH	AWWA C900	ASTM D-3212
14-INCH TO 48-INCH	AWWA C905	ASTM D-3212

8. ALL SANITARY SEWER CONSTRUCTION (AND STORM SEWER CONSTRUCTION IN COMBINED SEWER AREAS), REQUIRES STONE BEDDING WITH STONE ¼ " TO 1" IN SIZE, WITH MINIMUM BEDDING THICKNESS EQUAL TO ¼ THE OUTSIDE DIAMETER OF THE SEWER PIPE, BUT NOT LESS THAN FOUR (4) INCHES NOR MORE THAN EIGHT (8) INCHES. MATERIAL SHALL BE CA-11 OR CA-13 AND SHALL BE EXTENDED AT LEAST 12" ABOVE THE TOP OF THE PIPE WHEN USING PVC.

9. "BAND SEAL" OR SIMILAR NON-SHEAR FLEXIBLE-TYPE COUPLINGS SHALL BE USED IN THE CONNECTION OF SEWER PIPES OF DISSIMILAR MATERIALS.

10. BELOW THE FLOOD PROTECTION ELEVATION (FPE = BFE + 2 FEET), ALL SANITARY SEWER MANHOLES AND STRUCTURES SHALL BE PROVIDED WITH BOLTED, WATERTIGHT COVERS. SANITARY LIDS SHALL BE CONSTRUCTED WITH A CONCEALED PICKHOLE AND WATERTIGHT GASKET WITH THE WORD "SANITARY" CAST INTO THE LID.

11. WHEN CONNECTING TO AN EXISTING SEWER MAIN BY MEANS OTHER THAN AN EXISTING WYE, TEE, OR AN EXISTING MANHOLE, ONE OF THE FOLLOWING METHODS SHALL BE USED:
    a) A CIRCULAR SAW-CUT OF SEWER MAIN BY PROPER TOOLS ("SHEWER-TAP" MACHINE OR SIMILAR) AND PROPER INSTALLATION OF HUBWYE SADDLE OR HUB-TEE SADDLE.
    b) REMOVE AN ENTIRE SECTION OF PIPE (BREAKING ONLY THE TOP OF ONE BELL) AND REPLACE WITH A WYE OR TEE BRANCH SECTION.
    c) WITH PIPE CUTTER, NEATLY AND ACCURATELY CUT OUT DESIRED LENGTH OF PIPE FOR INSERTION OF PROPER FITTING, USING "BAND SEAL" OR SIMILAR COUPLINGS TO HOLD IT FIRMLY IN PLACE.

12. WHENEVER A SANITARY/COMBINED SEWER CROSSES UNDER A WATERMAIN, THE MINIMUM VERTICAL DISTANCE FROM THE TOP OF THE SEWER TO THE BOTTOM OF THE WATERMAIN SHALL BE 18 INCHES. FURTHERMORE, A MINIMUM HORIZONTAL DISTANCE OF 10 FEET BETWEEN SANITARY/COMBINED SEWERS AND WATERMAINS SHALL BE MAINTAINED UNLESS: THE SEWER IS LAID IN A SEPARATE TRENCH, KEEPING A MINIMUM 18" VERTICAL SEPARATION; OR THE SEWER IS LAID IN THE SAME TRENCH WITH THE WATERMAIN LOCATED AT THE OPPOSITE SIDE ON A BENCH OF UNDISTURBED EARTH, KEEPING A MINIMUM 18" VERTICAL SEPARATION. IF EITHER THE VERTICAL OR HORIZONTAL DISTANCES DESCRIBED ABOVE CANNOT BE MAINTAINED, OR THE SEWER CROSSES ABOVE THE WATERMAIN, THE SEWER SHALL BE CONSTRUCTED TO WATERMAIN STANDARDS.

13. ALL EXISTING SEPTIC SYSTEMS SHALL BE ABANDONED. ABANDONED TANKS SHALL BE FILLED WITH GRANULAR MATERIAL OR REMOVED.

14. ALL SANITARY MANHOLES, (AND STORM MANHOLES IN COMBINED SEWER AREAS), SHALL HAVE A MINIMUM INSIDE DIAMETER OF 48 INCHES, AND SHALL BE CAST IN PLACE OR PRE-CAST REINFORCED CONCRETE.

15. ALL SANITARY MANHOLES, (AND STORM MANHOLES IN COMBINED SEWER AREAS), SHALL HAVE PRECAST "RUBBER BOOTS" THAT CONFORM TO ASTM C-923 FOR ALL PIPE CONNECTIONS. PRECAST SECTIONS SHALL CONSIST OF MODIFIED GROOVE TONGUE AND RUBBER GASKET TYPE JOINTS.

16. ALL ABANDONED SANITARY SEWERS SHALL BE PLUGGED AT BOTH ENDS WITH AT LEAST 2 FEET LONG NON-SHRINK CONCRETE OR MORTAR PLUG.

17. EXCEPT FOR FOUNDATION/FOOTING DRAINS PROVIDED TO PROTECT BUILDINGS, OR PERFORATED PIPES ASSOCIATED WITH VOLUME CONTROL FACILITIES, DRAIN TILES/FIELD TILES/UNDERDRAINS/PERFORATED PIPES ARE NOT ALLOWED TO BE CONNECTED TO OR TRIBUTARY TO COMBINED SEWERS, SANITARY SEWERS, OR STORM SEWERS TRIBUTARY TO COMBINED SEWERS IN COMBINED SEWER AREAS. CONSTRUCTION OF NEW FACILITIES OF THIS TYPE IS PROHIBITED; AND ALL EXISTING DRAIN TILES AND PERFORATED PIPES ENCOUNTERED WITHIN THE PROJECT AREA SHALL BE PLUGGED OR REMOVED, AND SHALL NOT BE CONNECTED TO COMBINED SEWERS, SANITARY SEWERS, OR STORM SEWERS TRIBUTARY TO COMBINED SEWERS.

18. A BACKFLOW PREVENTER IS REQUIRED FOR ALL DETENTION BASINS TRIBUTARY TO COMBINED SEWERS. REQUIRED BACKFLOW PREVENTERS SHALL BE INSPECTED AND EXERCISED ANNUALLY BY THE PROPERTY OWNER TO ENSURE PROPER OPERATION, AND ANY NECESSARY MAINTENANCES SHALL BE PERFORMED TO ENSURE FUNCTIONALITY. IN THE EVENT OF A SEWER SURCHARGE INTO AN OPEN DETENTION BASIN TRIBUTARY TO COMBINED SEWERS, THE PERMITTEE SHALL ENSURE THAT CLEAN UP AND WASH OUT OF SEWAGE TAKES PLACE WITHIN 48 HOURS OF THE STORM EVENT.

E. EROSION AND SEDIMENT CONTROL

1. THE CONTRACTOR SHALL INSTALL THE EROSION AND SEDIMENT CONTROL DEVICES AS SHOWN ON THE APPROVED EROSION AND SEDIMENT CONTROL PLAN.

2. EROSION AND SEDIMENT CONTROL PRACTICES SHALL BE FUNCTIONAL PRIOR TO HYDROLOGIC DISTURBANCE OF THE SITE.

3. ALL DESIGN CRITERIA, SPECIFICATIONS, AND INSTALLATION OF EROSION AND SEDIMENT CONTROL PRACTICES SHALL BE IN ACCORDANCE WITH THE ILLINOIS URBAN MANUAL.

4. A COPY OF THE APPROVED EROSION AND SEDIMENT CONTROL PLAN SHALL BE MAINTAINED ON THE SITE AT ALL TIMES.

5. INSPECTIONS AND DOCUMENTATION SHALL BE PERFORMED, AT A MINIMUM:
    a) UPON COMPLETION OF INITIAL EROSION AND SEDIMENT CONTROL MEASURES, PRIOR TO ANY SOIL DISTURBANCE.
    b) ONCE EVERY SEVEN (7) CALENDAR DAYS AND WITHIN 24 HOURS OF THE END OF A STORM EVENT WITH GREATER THAN 0.5 INCH OF RAINFALL OR LIQUID EQUIVALENT PRECIPITATION.

6. SOIL DISTURBANCE SHALL BE CONDUCTED IN SUCH A MANNER AS TO MINIMIZE EROSION. IF STRIPPING, CLEARING, GRADING, OR LANDSCAPING ARE TO BE DONE IN PHASES, THE CO-PERMITTEE SHALL PLAN FOR APPROPRIATE SOIL EROSION AND SEDIMENT CONTROL MEASURES.

7. A STABILIZED MAT OF CRUSHED STONE MEETING THE STANDARDS OF THE ILLINOIS URBAN MANUAL SHALL BE INSTALLED AT ANY POINT WHERE TRAFFIC WILL BE ENTERING OR LEAVING A CONSTRUCTION SITE. SEDIMENT OR SOIL REACHING AN IMPROVED PUBLIC RIGHT?OF?WAY, STREET, ALLEY OR PARKING AREA SHALL BE REMOVED BY SCRAPING OR STREET CLEANING AS ACCUMULATIONS WARRANT AND TRANSPORTED TO A CONTROLLED SEDIMENT DISPOSAL AREA.

8. CONCRETE WASHOUT FACILITIES SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE ILLINOIS URBAN MANUAL AND SHALL BE INSTALLED PRIOR TO ANY ON SITE CONSTRUCTION ACTIVITIES INVOLVING CONCRETE.

9. TEMPORARY DIVERSIONS SHALL BE CONSTRUCTED AS NECESSARY TO DIRECT ALL RUNOFF FROM HYDROLOGICALLY DISTURBED AREAS TO AN APPROPRIATE SEDIMENT TRAP OR BASIN. VOLUME CONTROL FACILITIES SHALL NOT BE USED AS TEMPORARY SEDIMENT BASINS.

10. DISTURBED AREAS OF THE SITE WHERE CONSTRUCTION ACTIVITIES HAVE TEMPORARILY OR PERMANENTLY CEASED SHALL BE STABILIZED WITH TEMPORARY OR PERMANENT MEASURES WITHIN SEVEN (7) DAYS.

11. ALL FLOOD PROTECTION AREAS AND VOLUME CONTROL FACILITIES SHALL, AT A MINIMUM, BE PROTECTED WITH A DOUBLE-ROW OF SILT FENCE (OR EQUIVALENT).

12. VOLUME CONTROL FACILITIES SHALL NOT BE CONSTRUCTED UNTIL ALL OF THE CONTRIBUTING DRAINAGE AREA HAS BEEN STABILIZED.

13. SOIL STOCKPILES SHALL, AT A MINIMUM, BE PROTECTED WITH PERIMETER SEDIMENT CONTROLS. SOIL STOCKPILES SHALL NOT BE PLACED IN FLOOD PROTECTION AREAS OR THEIR BUFFERS.

14. EARTHEN EMBANKMENT SIDE SLOPES SHALL BE STABILIZED WITH APPROPRIATE EROSION CONTROL BLANKET.

15. STORM SEWERS THAT ARE OR WILL BE FUNCTIONING DURING CONSTRUCTION SHALL BE PROTECTED BY APPROPRIATE SEDIMENT CONTROL MEASURES.

16. THE CONTRACTOR SHALL EITHER REMOVE OR REPLACE ANY EXISTING DRAIN TILES AND INCORPORATE THEM INTO THE DRAINAGE PLAN FOR THE DEVELOPMENT. DRAIN TILES CANNOT BE TRIBUTARY TO A SANITARY OR COMBINED SEWER.

17. IF DEWATERING SERVICES ARE USED, ADJOINING PROPERTIES AND DISCHARGE LOCATIONS SHALL BE PROTECTED FROM EROSION AND SEDIMENTATION. DEWATERING SYSTEMS SHOULD BE INSPECTED DAILY DURING OPERATIONAL PERIODS. THE SITE INSPECTOR MUST BE PRESENT AT THE COMMENCEMENT OF DEWATERING ACTIVITIES.

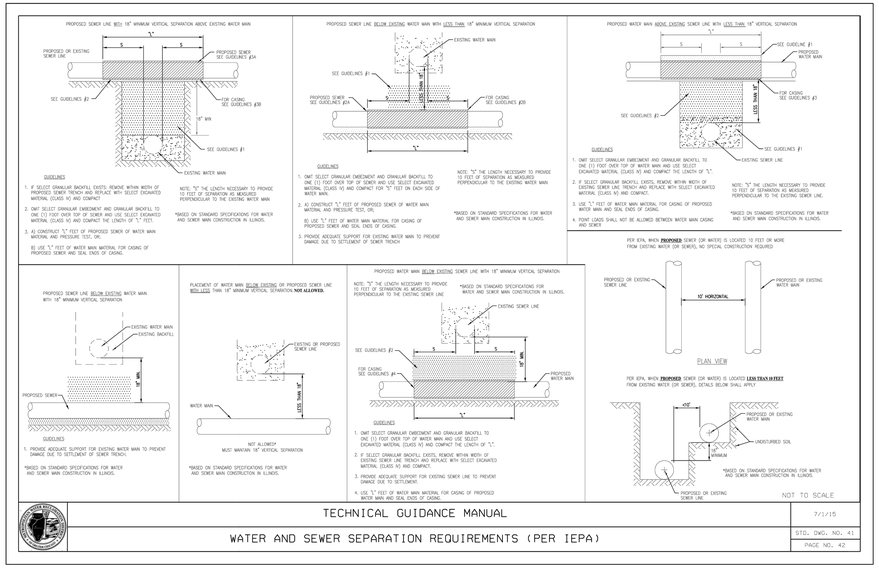
18. THE CONTRCTOR SHALL BE RESPONSIBLE FOR TRENCH DEWATERING AND EXCAVATION FOR THE INSTALLATION OF SANITARY SEWERS, STORM SEWERS, WATERMAINS AS WELL AS THEIR SERVICES AND OTHER APPURTENANCES. ANY TRENCH DEWATERING, WHICH CONTAINS SEDIMENT SHALL PASS THROUGH A SEDIMENT SETTLING POND OR EQUALLY EFFECTIVE SEDIMENT CONTROL DEVICE. ALTERNATIVES MAY INCLUDE DEWATERING INTO A SUMP PIT, FILTER BAG OR EXISTING VEGETATED UPSLOPE AREA. SEDIMENT LADEN WATERS SHALL NOT BE DISCHARGE TO WATERWAYS, FLOOD PROTECTION AREAS OR THE COMBINED SEWER SYSTEM.

19. ALL PERMANENT EROSION CONTROL PRACTICES SHALL BE INITIATED WITHIN SEVEN (7) DAYS FOLLOWING THE COMPLETION OF SOIL DISTURBING ACTIVITIES.

20. ALL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE MAINTAINED AND REPAIRED AS NEEDED ON A YEAR-ROUND BASIS DURING CONSTRUCTION AND ANY PERIODS OF CONSTRUCTION SHUTDOWN UNTIL PERMANENT STABILIZATION IS ACHIEVED.

21. ALL TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES SHALL BE REMOVED WITHIN THIRTY (30) DAYS AFTER PERMANENT SITE STABILIZATION.

22. THE EROSION AND SEDIMENT CONTROL MEASURES SHOWN ON THE PLANS ARE THE MINIMUM REQUIREMENTS. ADDITIONAL MEASURES MAY BE REQUIRED, AS DIRECTED BY THE ENGINEER, SITE INSPECTOR, OR MWRD.



REVISIONS

SUSTAINABLE DESIGN | SUSTAINABLE LIVING

Wolf Pack CONSULTING, LLC
Civil Engineering
Land Planning
Land Surveying
Project Entitlements
Stormwater Management
1612 Ogden Avenue, Suite 202, Lisle, IL 60532
Office: (630) 964-3117 • wolfpackdg.com

MWRD NOTES AND DETAILED SPECIFICATIONS

4320 WEST TOUHY AVENUE

VILLAGE OF LINCOLNWOOD, ILLINOIS

PROJ. MGR.:	PJW
PROJ. ENG.:	KM
DRAWN BY:	KM
DATE:	06-03-16
SCALE:	N.T.S.

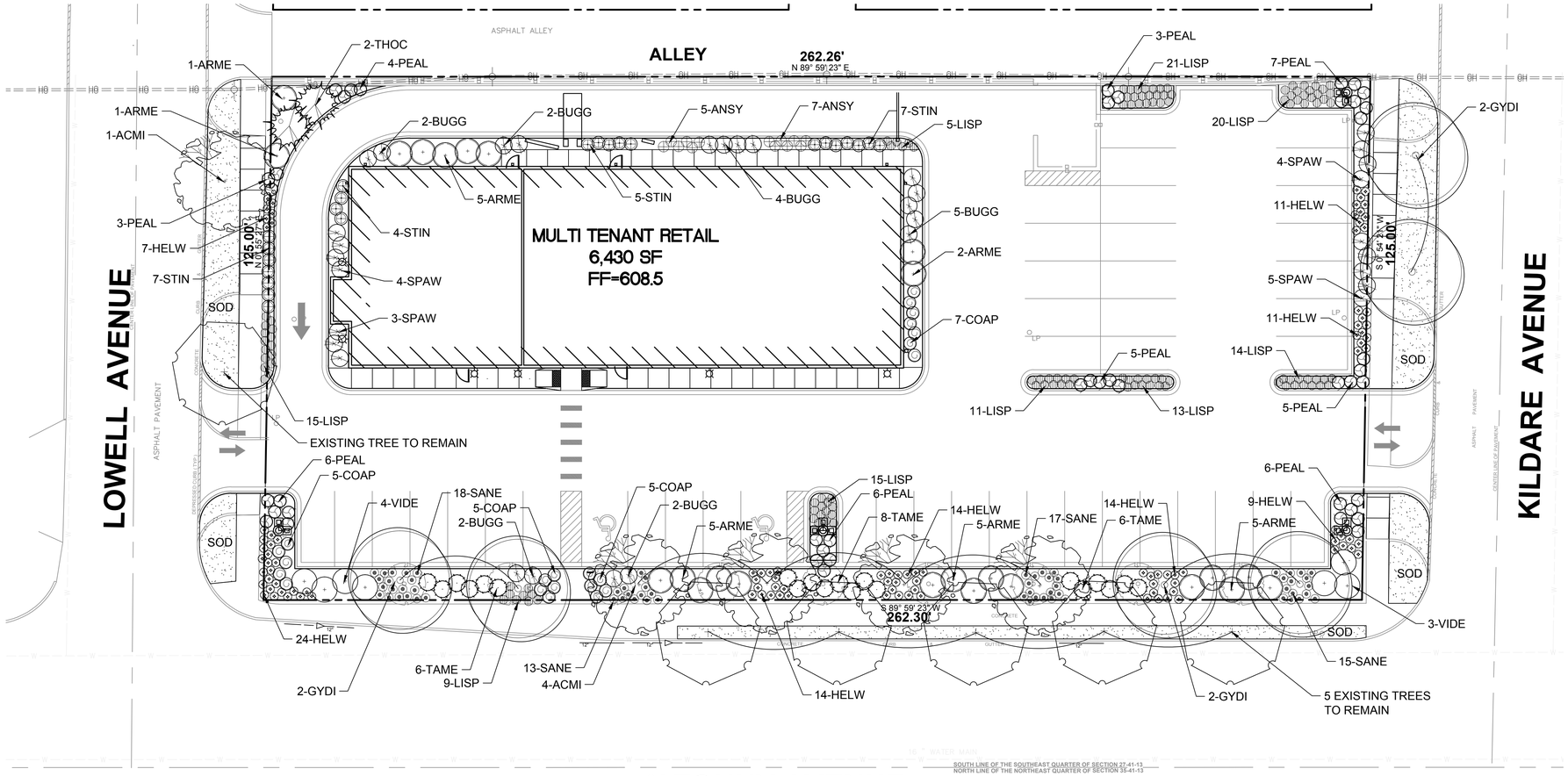
SHEET NO.

C6.0

PROJ. NUMBER:

PENDING APPROVAL - NOT FOR CONSTRUCTION

Return to VB Agenda



W TOUHY AVENUE

PLANT SCHEDULE					
SHADE TREES					
ACMI	5	Acer miyabei 'Morton'	State Street Miyabe Maple	2.5" cal	B&B
GYDI	6	Gymnocladus dioicus	Kentucky Coffeetree	2.5" cal	B&B
EVERGREEN TREES					
THOC	3	Thuja occidentalis 'Techny'	Mission Arborvitae	5' ht	B&B
EVERGREEN SHRUBS					
BUGG	17	Taxus x media 'Hicksii'	Hicks Yew	36"	B&B
TAME	20	Taxus x media 'Hicksii'	Hicks Yew	36"	B&B
DECIDUOUS SHRUBS					
COAP	22	Cotoneaster x 'Hessei'	Hess Cotoneaster	24"	#3
VIDE	7	Viburnum dentatum 'Christom'	Blue Muffin Arrowwood Viburnum	36"	#5
ARME	19	Aronia melanocarpa 'Autumn Magic'	Autumn Magic Black Chokeberry	36"	#5
STIN	7	Stephanandra incisa 'Crispa'	Crispa Cutleaf Stephanandra	24"	#5
SPAW	16	Spiraea japonica 'Anthony Waterer'	Anthony Waterer Spirea	24"	#3
PERENNIALS AND GRASSES					
HELW	104	Hemerocalis 'Little Wine Cup'	Little Wine Cup Daylily	#1	
SANE	63	Salvia nemerosa 'May Night'	May Night Salvia	#1	
LISP	114	Echinacea purpurea 'Magnus'	Magnus Purple Coneflower	PT	10 flat
PEAL	45	Pennisetum alopecuroides 'Hameln'	Dwarf Fountain Grass	#1	
ANSY	12	Anemone sylvestris	Snowdrop Anemone	#1	

NOTES

1 All turf areas shall be finely graded with a minimum of 6" of pulverized topsoil, free of vegetation, rocks, and other debris. Surface shall be prepared and protected from compaction prior to installation of sod.

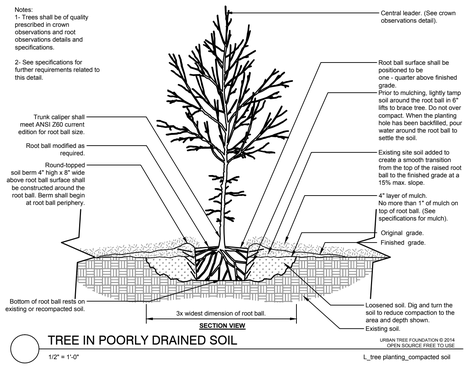
2 All planting areas shall be mulched with 4" of premium shredded hardwood bark mulch.

3 All plant material shall comply with the American Standards for Nursery Stock, ANSI Z60.1-2014.

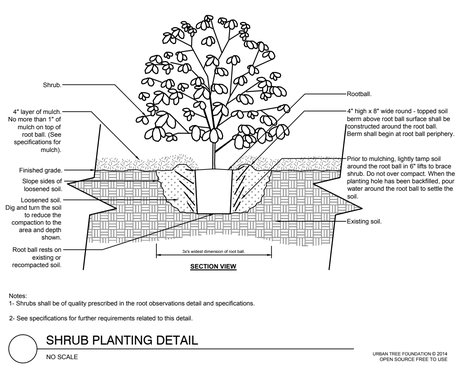
4 Plant material shall be guaranteed for a period of one year from the time of acceptance. Any plant material replaced as part of guarantee shall be guaranteed for a period of one year from date of replacement. Contractor shall notify Owner of any maintenance deficiancies which

5 Contractor is responsible for staking and guying trees as necessary to maintain upright position.

6 Existing trees to remain are to be protected during construction to prevent damage. Tree protection shall extend 4 feet beyond dripline of tree canopy.

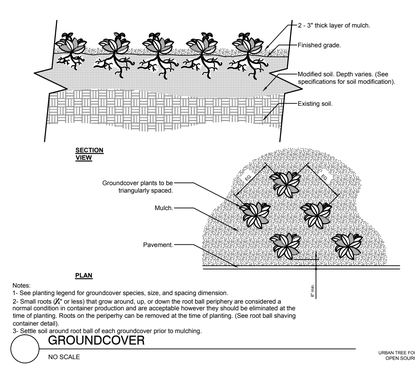


TREE IN POORLY DRAINED SOIL
1/2" = 1'-0"
URBAN TREE FOUNDATION © 2014 OPEN SOURCE FREE TO USE
L_tree planting_compacted soil



Notes:
1- Shrubs shall be of quality prescribed in the root observations detail and specifications.
2- See specifications for further requirements related to this detail.

SHRUB PLANTING DETAIL
NO SCALE
URBAN TREE FOUNDATION © 2014 OPEN SOURCE FREE TO USE



Notes:
1- See planting legend for groundcover species, size, and spacing dimension.
2- Small roots (¼" or less) that grow around, up, or down the root ball periphery are considered a normal condition in container production and are acceptable however they should be eliminated at the time of planting. Roots on the periphery can be removed at the time of planting. (See root ball shaving container detail).
3- Settle soil around root ball of each groundcover prior to mulching.

GROUNDCOVER
NO SCALE
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REVISIONS

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Office: (630) 964-3117 • wolfpackdg.com

PRELIMINARY LANDSCAPE PLAN

4320 WEST TOUHY AVENUE

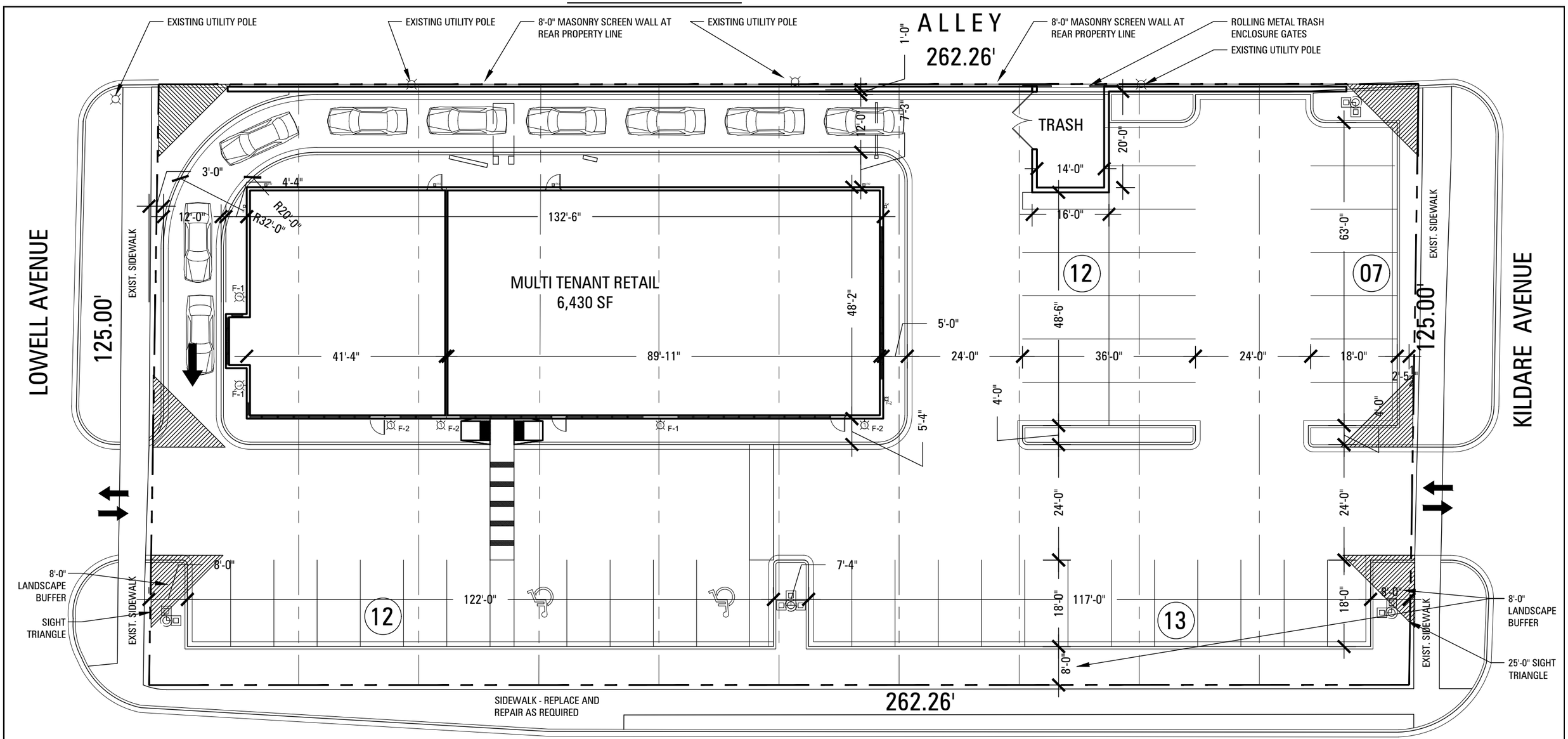
VILLAGE OF LINCOLNWOOD, ILLINOIS

PROJ. MGR.:	PJW
PROJ. ENG.:	KM
DRAWN BY:	MAD
DATE:	06-03-16
SCALE:	1" = 15'

SHEET NO.
L1.0

PROJ. NUMBER:

PENDING APPROVAL - NOT FOR CONSTRUCTION



TOUHY AVENUE

01	SITE PLAN SCALE: 1" = 20'-0"	1

HAGUE ARCHITECTURE
418 CLINTON PLACE
RIVER FOREST, ILLINOIS
60305
708.771.3900

RADLER PLAZA

4320 W TOUHY AVENUE
LINCOLNWOOD, ILLINOIS

ARCHITECTURAL SITE PLAN

A-09

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RADLER PLAZA

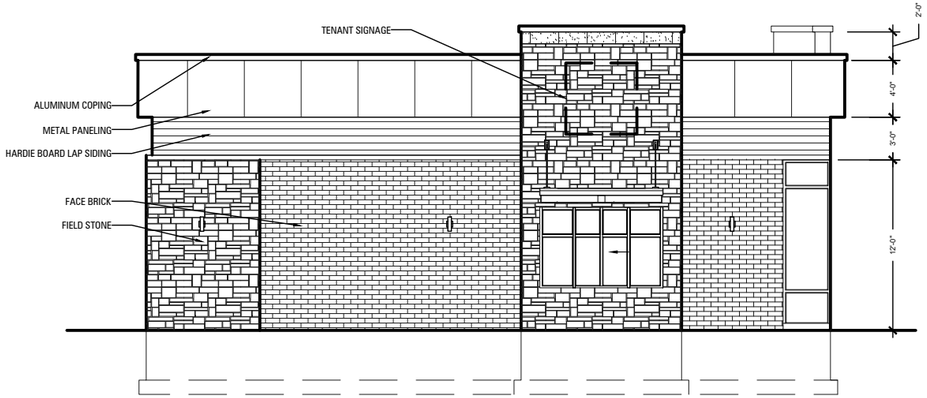
4320 W TOUHY AVENUE
LINCOLNWOOD, ILLINOIS

EXTERIOR RENDERING

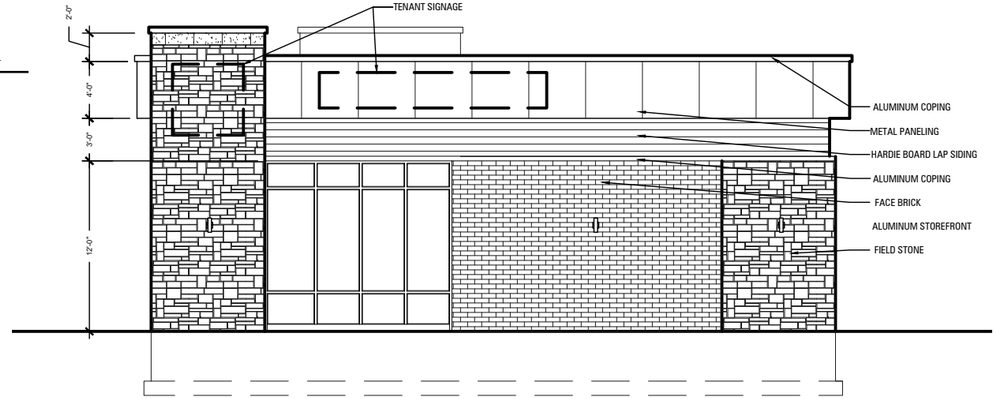
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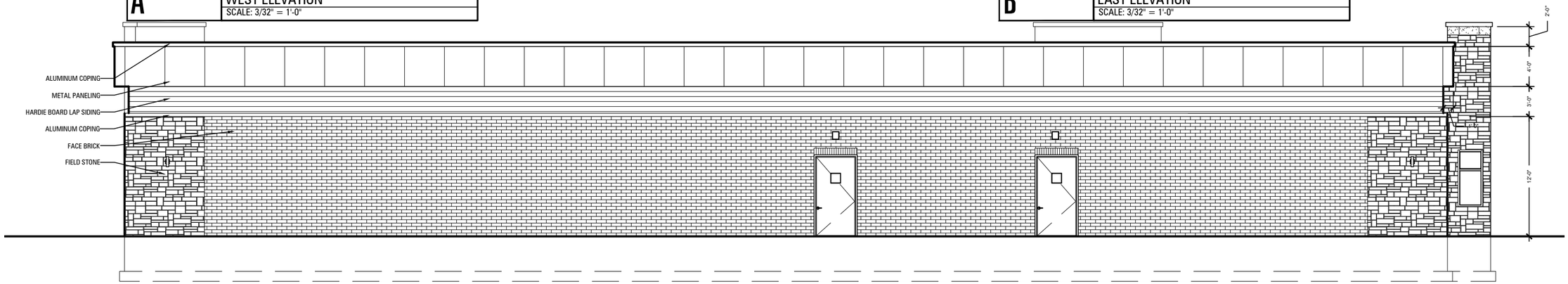
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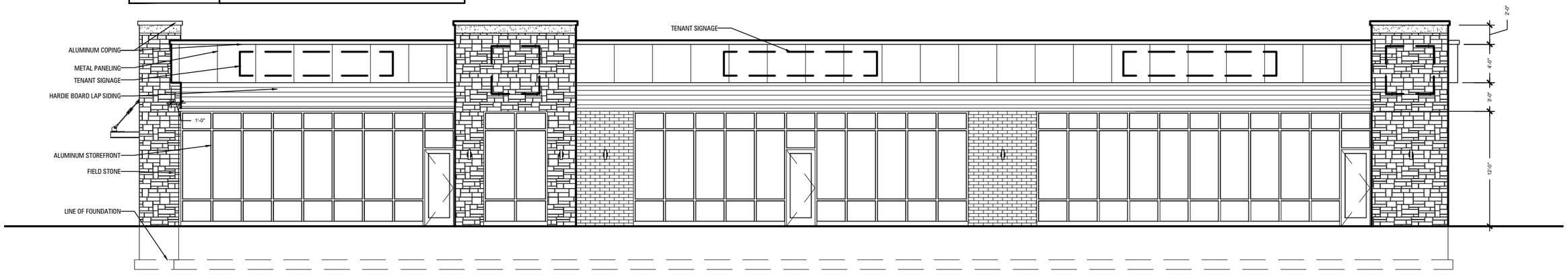
A WEST ELEVATION
SCALE: 3/32" = 1'-0"



B EAST ELEVATION
SCALE: 3/32" = 1'-0"



C NORTH ELEVATION
SCALE: 3/32" = 1'-0"



D SOUTH ELEVATION
SCALE: 3/32" = 1'-0"

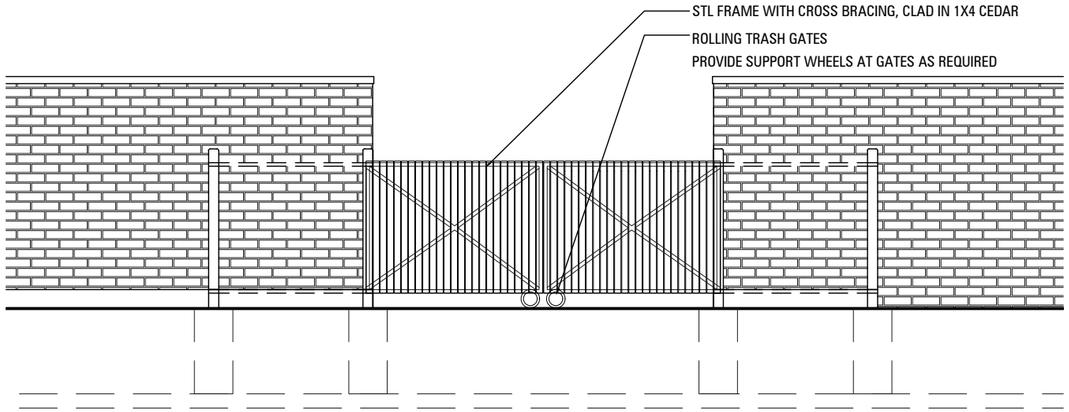
HAGUE ARCHITECTURE
418 CLINTON PLACE
RIVER FOREST, ILLINOIS
60305
708.771.3900

RADLER PLAZA
4320 W TOUHY AVENUE
LINCOLNWOOD, ILLINOIS

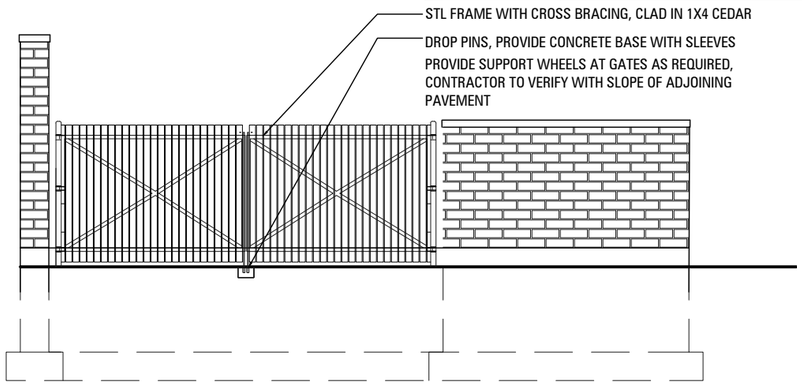
EXTERIOR ELEVATIONS

A-11

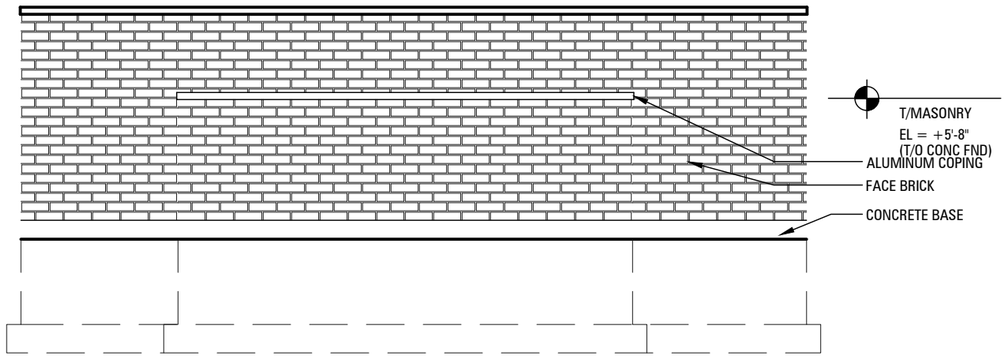
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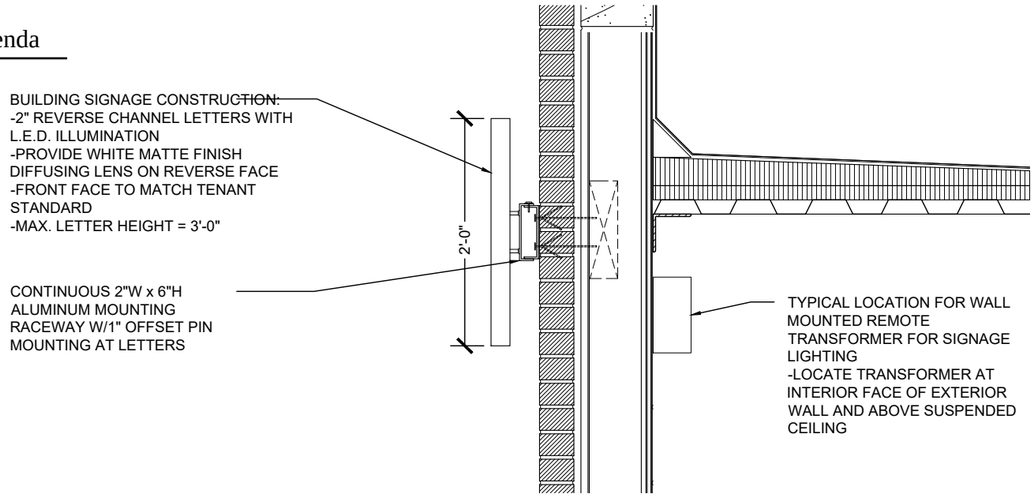
A TRASH ENCLOSURE/MASONRY WALL
SCALE: 3/16" = 1'-0"



B TRASH ENCLOSURE
SCALE: 3/16" = 1'-0"



C TRASH ENCLOSURE
SCALE: 3/16" = 1'-0"



01 SIGN MOUNTING DETAIL
SCALE: 3/4" = 1'-0"

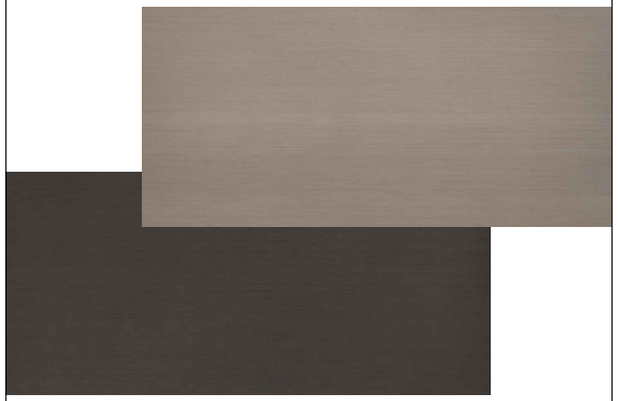
HAGUE ARCHITECTURE
418 CLINTON PLACE
RIVER FOREST, ILLINOIS
60305
708.771.3900

RADLER PLAZA
4320 W TOUHY AVENUE
LINCOLNWOOD, ILLINOIS

MASONRY WALL & DETAILS

A-12

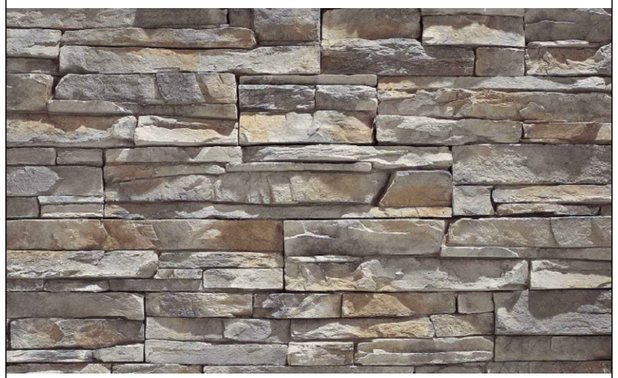
COPYRIGHT 2015 HAGUE ARCHITECTURE



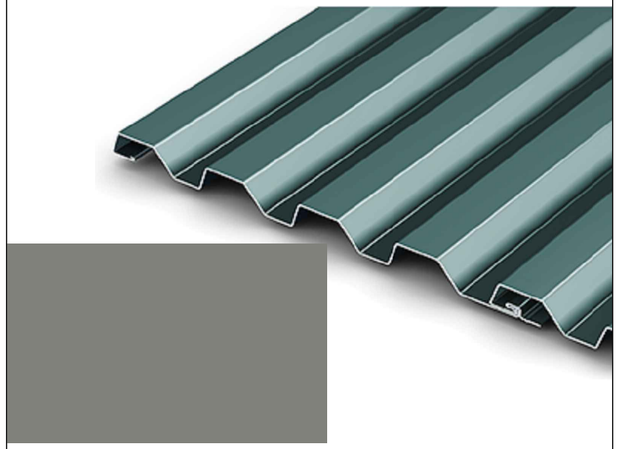
EXTERIOR WOOD PANEL:
PARKLEX OR EQUAL
GREY OAK -GRAPHITE



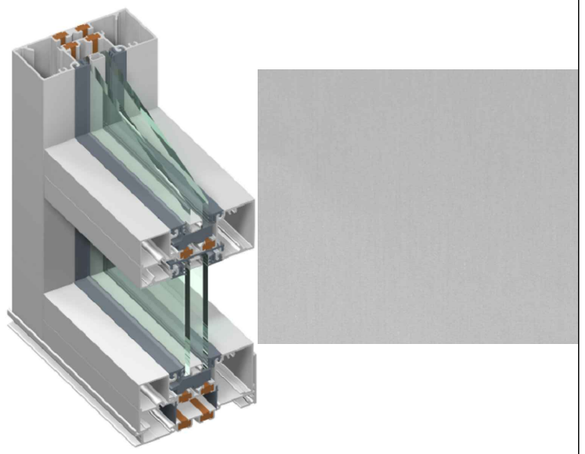
BRICK:
ENDICOTT
MANGANESE IRONSPOT



STONE:
ELDORADO OR EQUAL
NANTUCKET STACKED STONE



METAL WALL PANEL:
PAC CLAD
WEATHERED ZINC



STOREFRONT:
VISTAWALL OR EQUAL
CLEAR ALUMINUM



BUILDING SCONCE:
SLV
ENOLA UP DOWN



BUILDING SCONCE:
WALL PACK



PARKING LOT LIGHTING:
MCGRAW EDISON
GLEON

HAGUE ARCHITECTURE
418 CLINTON PLACE
RIVER FOREST, ILLINOIS
60305
708.771.3900

RADLER PLAZA

4320 W TOUHY AVENUE
LINCOLNWOOD, ILLINOIS

BLDG MATERIALS/FIXTURES

A-13

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Luminaire Schedule							
Symbol	Qty	Label	Arrangement	Lum. Watts	Lum. Lumens	LLF	Description
	2	F04-SLL	SINGLE	213	18191	0.900	GLEON-AE-04-LED-E1-SLL
	1	F04-SLR	SINGLE	213	18191	0.900	GLEON-AE-04-LED-E1-SLR
	1	F04-T4W	SINGLE	213	20555	0.900	GLEON-AE-04-LED-E1-T4W
	3	F1	SINGLE	11	659	0.900	3228525U 2 x 9W, 750lm, CRI 80
	8	F2	SINGLE	11	659	0.900	3228525U 2 x 9W, 750lm, CRI 80
	2	F3	SINGLE	7	722	0.900	XTOR1A

Calculation Summary							
Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min
PARKING LOT PLANE_Planar	Illuminance	Fc	1.71	11.2	0.0	N.A.	N.A.
PARKING LOT ONLY	Illuminance	Fc	2.56	11.2	0.0	N.A.	N.A.

Luminaire Location Summary						
LumNo	Label	X	Y	Z	Orient	Tilt
1	F04-SLL	20	27	24	0	0
2	F04-SLL	275	131	24	180	0
3	F04-SLR	276	27	24	180	0
4	F04-T4W	150.625	27.039	24	90	0
5	F1	37.5	91	10	180	0
6	F1	37.5	72.5	10	180	0
7	F1	123.5	66	10	270	0
8	F2	41.5	114	10	90	0
9	F2	166	114	10	90	0
10	F2	169.5	110	10	0	0
11	F2	169.5	70	10	0	0
12	F2	166	66	10	270	0
13	F2	78	66	10	270	0
14	F2	67.5	66	10	270	0
15	F2	37.5	110	10	180	0
16	F3	76.5	114	8	90	0
17	F3	101	114	8	90	0

PG Enlighten

Jose Saucedo
1830 Howard Street
Elk Grove Village, IL 60007
Tel: 847-228-1199
Direct: 847-956-1276
jose.saucedo@pg-enlighten.com

Project: **LINCOLNWOOD DEVELOPMENT**

Client: **Cody Hague**
HAGUE architecture

Scale: **1" = 15 ft.**

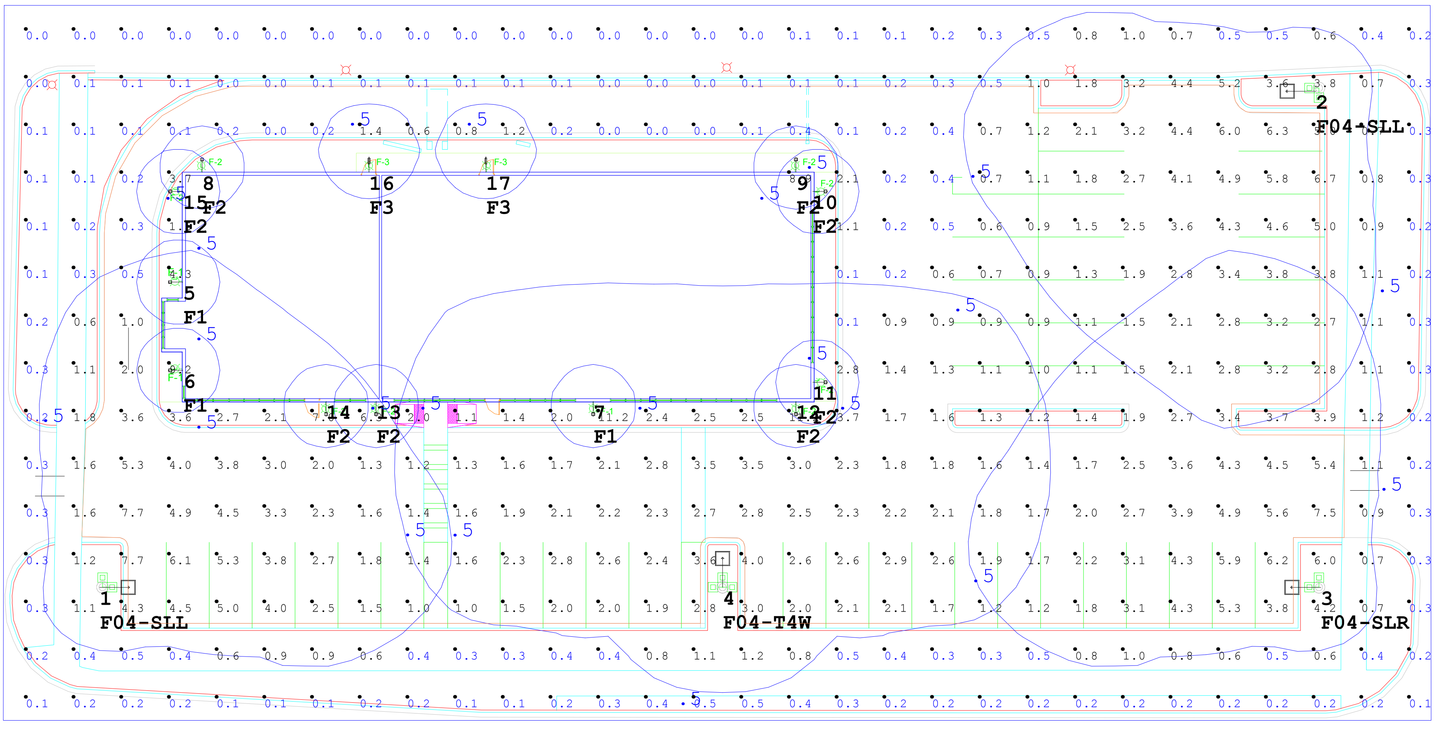
6/6/2016

Project No: **06062016JS**

Parking Lot Design Guide	Basic (for typical conditions)	Basic Enhanced Security (in consideration of personal security or vandalism)	Security (Security Lighting for Public Spaces)	High Security (Security Lighting for Public Spaces)
	lux/fc	lux/fc	lux/fc	lux/fc
Minimum Horizontal Illuminance (Measured on parking surface without shadowing from any object)	2.0/0.2	5.0/0.5	10.0/1.0	30.0-60.0/3.0 - 6.0
Uniformity Ratio Maximum - to - Minimum	20 : 1	15 : 1	15 : 1	*4:1 *Avg - Min
Minimum Vertical Illuminance (Measured at a point 5 feet above and 5' above the parking surface at the point of lowest horizontal illuminance	1.0/0.1	2.5/0.25	5.0-8.0/0.5-0.8	12 - 60/1.2-6.0

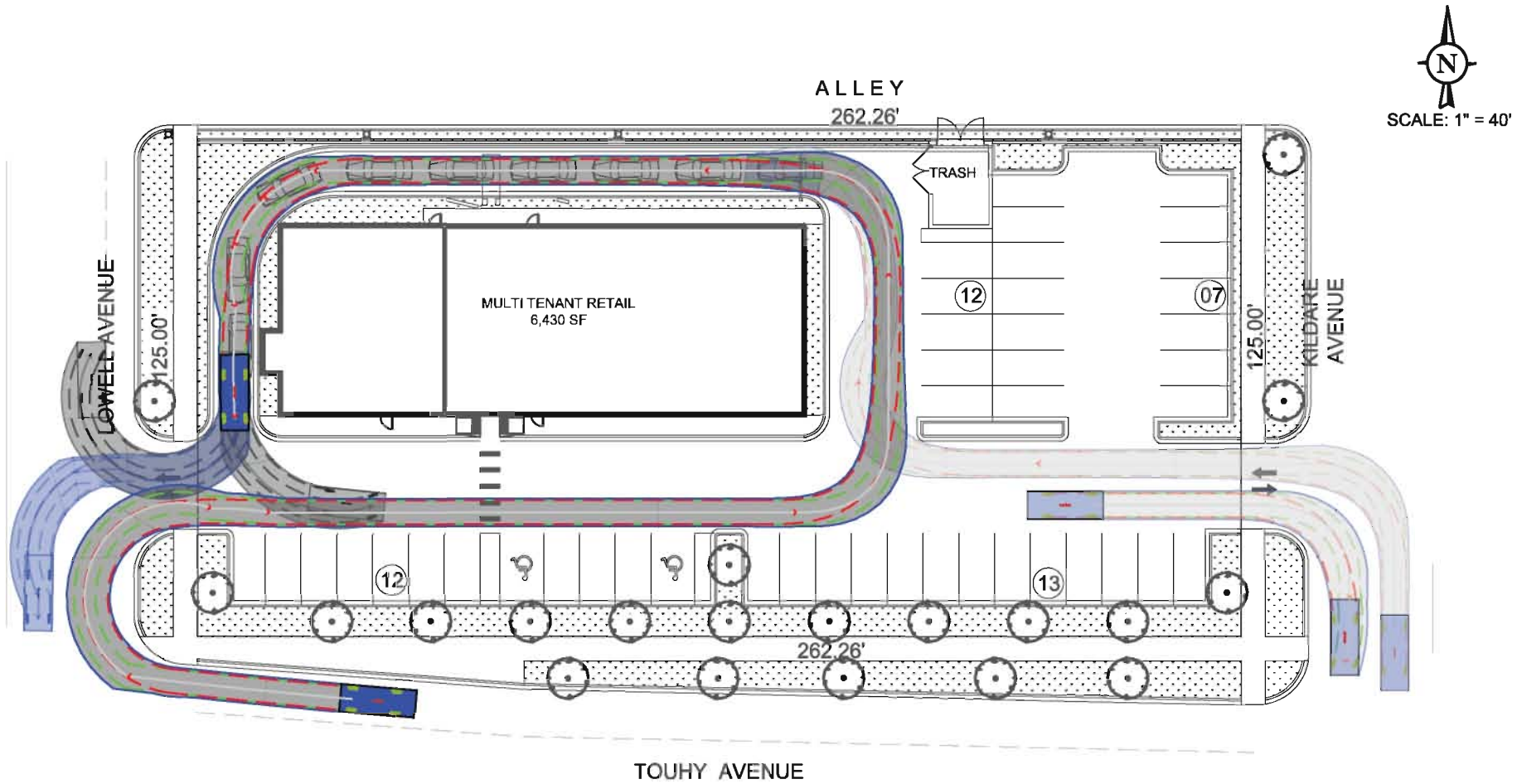
Reference:
RP-33-99, RP-20-98, 9th Edition IESNA Lighting Handbook

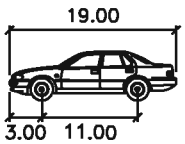
Lighting Application drawings are being provided to the recipient of this disclaimer.
We make no representation as to its completeness, currency or accuracy because of reasons inherent to CAD and the additional digital data used to produce a lighting appli
All digital CAD data appear to be extremely accurate, however, this apparent accuracy is an artifact of the techniques used to generate it, and is in no way intended to imply actual accuracy. The user of this data takes full responsibilityfor the accuracy and correctness of all measurements, area, inventories or other data extracted from this, either manually or with the use of a computer. This light level analysis is an estimate only, and is based on estimated reflectance values for interior applications or estimated pole locations based on specified light levels for exterior applications. Any variance from reflectance values, obstructions, light loss factors or dimensional data will affect the actual light levels obtained. This analysis is a mathematical model and can be only as accurate as is permitted by the third party software and the IES standards used. In add calculated values may vary from actual measurements in certain situations due to variances, such as but not limited to, lamp output, input voltage, ballast variances, manufa tolerances and application variances. The presence of objects will decrease light levels and may cause some shadowing.



Return to VB Agenda

Return to VB Agenda





P	feet
Width	: 7.00
Track	: 6.00
Lock to Lock Time	: 6.0
Steering Angle	: 31.6

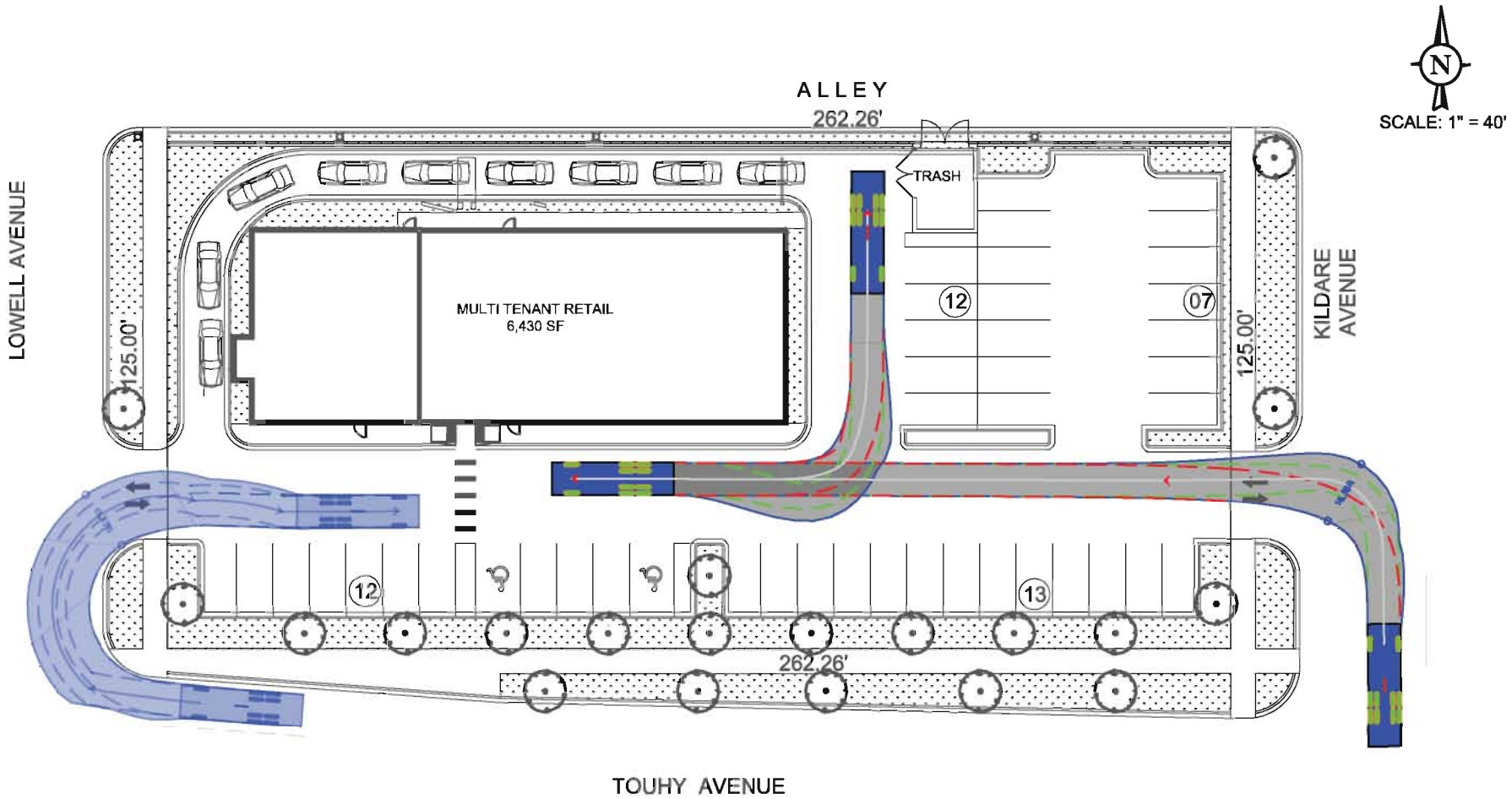
KLOA
Kenig, Lindgren, O'Hara, Aboona, Inc.
9575 West Higgins Road, Suite 400
Rosemont, Illinois 60018
P: (847) 518-9990 F: (847) 518-9987
PROJECT # 16-133

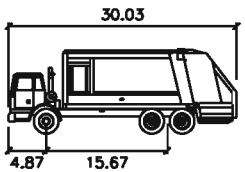
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CHECKED	-	LRA
DATE	-	05-18-2016

PROPOSED STARBUCK'S RETAIL DEVELOPMENT LINCOLNWOOD, ILLINOIS

PASSENGER VEHICLE MANEUVERS

EXHIBIT NO.
A





Heil DuraPack 5000

	feet
Width	: 8.00
Track	: 8.00
Lock to Lock Time	: 6.0
Steering Angle	: 45.0

KLOA
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9575 West Higgins Road, Suite 400
Rosemont, Illinois 60018
P: (847) 518-9990 F: (847) 518-9987
PROJECT # 16-133

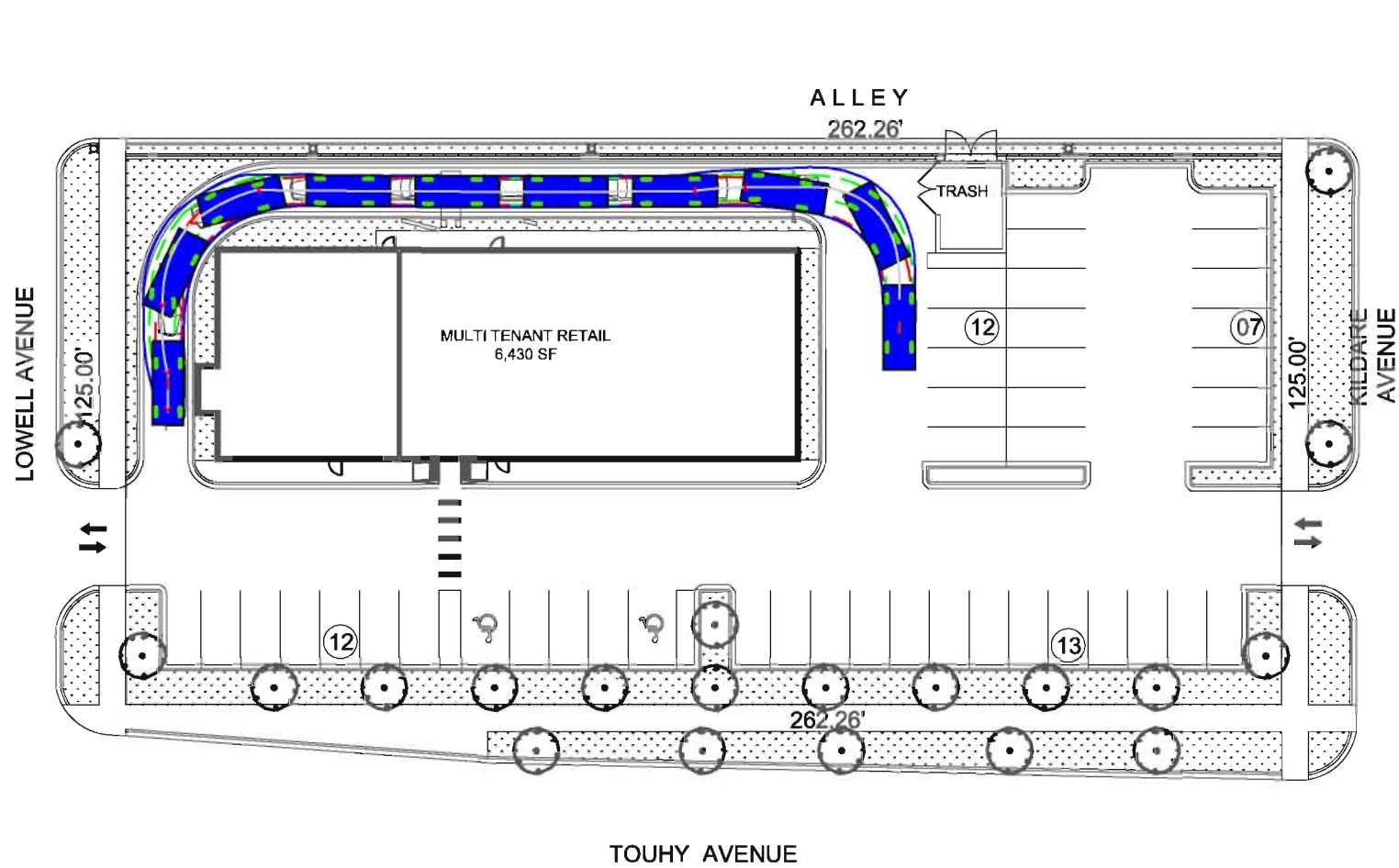
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DATE	-	05-27-2016

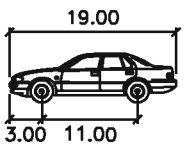
PROPOSED STARBUCK'S RETAIL DEVELOPMENT LINCOLNWOOD, ILLINOIS

GARBAGE TRUCK MANEUVERS INBOUND

EXHIBIT NO.

A





P	feet
Width	: 7.00
Track	: 6.00
Lock to Lock Time	: 6.0
Steering Angle	: 31.6

KLOA
Kenig,Lindgren,O'Hara,Aboona,Inc.
9575 West Higgins Road, Suite 400
Rosemont, Illinois 60018
P: (847) 518-9990 F: (847) 518-9987
PROJECT # 16-133

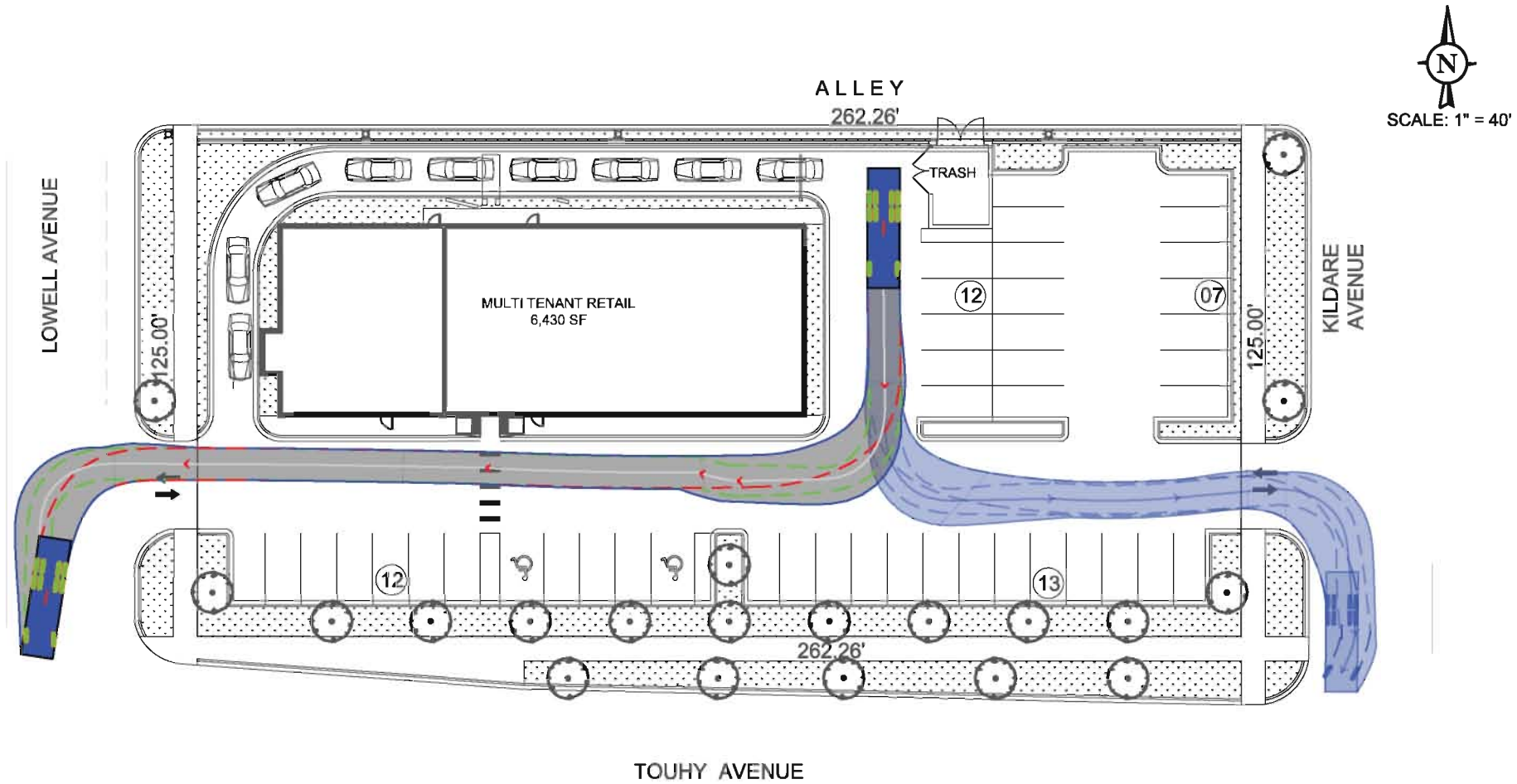
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DATE	-	05-18-2016

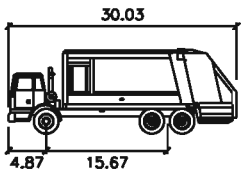
PROPOSED STARBUCK'S RETAIL DEVELOPMENT LINCOLNWOOD, ILLINOIS

PASSENGER VEHICLE STACKING

EXHIBIT NO.

B





Heil DuraPack 5000

	feet
Width	: 8.00
Track	: 8.00
Lock to Lock Time	: 6.0
Steering Angle	: 45.0

KLOA
Kenig,Lindgren,O'Hara,Aboona,Inc.

9575 West Higgins Road, Suite 400
Rosemont, Illinois 60018
P: (847) 518-9990 F: (847) 518-9987

PROJECT # 16-133

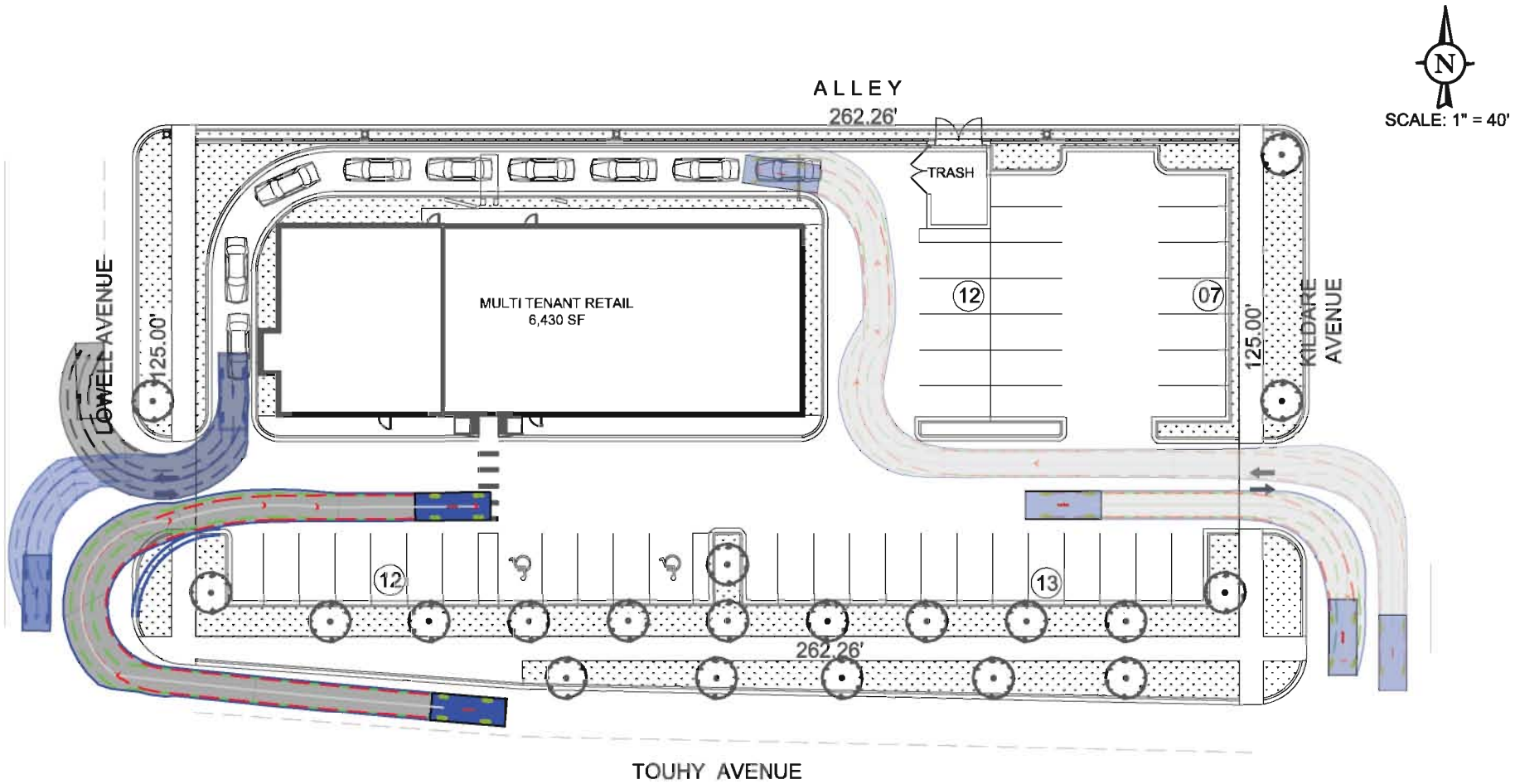
SCALE:	-	1" = 40'
DRAWN	-	MD
CHECKED	-	LRA
DATE	-	05-27-2016

PROPOSED STARBUCK'S RETAIL DEVELOPMENT LINCOLNWOOD, ILLINOIS

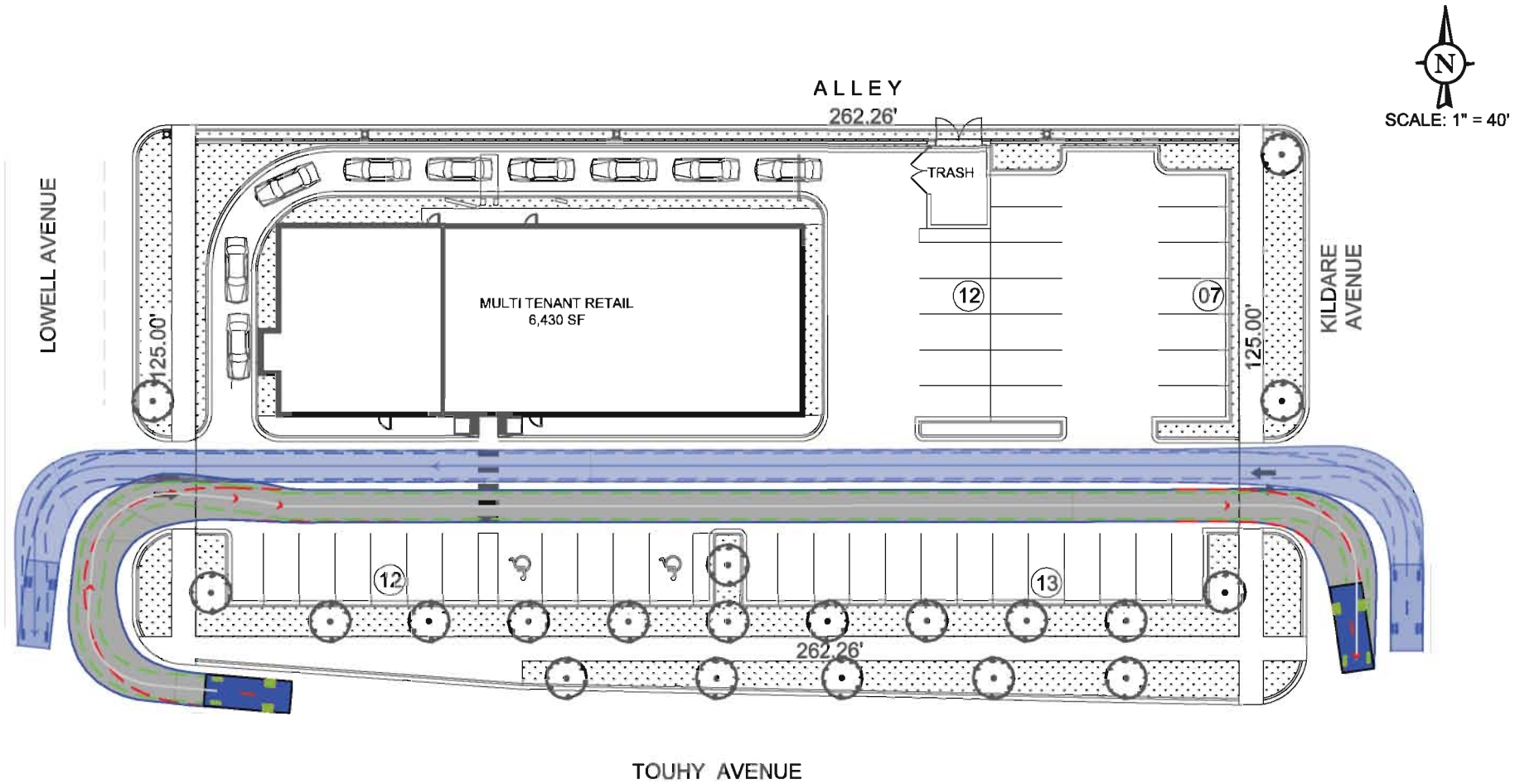
GARBAGE TRUCK MANEUVERS OUTBOUND

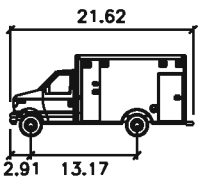
EXHIBIT NO.

B



KLOA Kenig,Lindgren,O'Hara,Aboona,Inc. 9575 West Higgins Road, Suite 400 Rosemont, Illinois 60018 P: (847) 518-9990 F: (847) 518-9987 PROJECT # 16-133	SCALE: - 1" = 40' DRAWN - MD CHECKED - LRA DATE - 05-18-2016	**PROPOSED STARBUCK'S RETAIL DEVELOPMENT LINCOLNWOOD, ILLINOIS**	**MODIFIED ENTRANCE ON LOWELL AVENUE**	EXHIBIT NO. C





Medtec FD-160

	feet
Width	: 8.00
Track	: 8.00
Lock to Lock Time	: 6.0
Steering Angle	: 38.1

KLOA
Kenig, Lindgren, O'Hara, Aboona, Inc.
9575 West Higgins Road, Suite 400
Rosemont, Illinois 60018
P: (847) 518-9990 F: (847) 518-9987
PROJECT # 16-133

SCALE:	-	1" = 40'
DRAWN	-	MD
CHECKED	-	LRA
DATE	-	05-27-2016

PROPOSED STARBUCK'S RETAIL DEVELOPMENT LINCOLNWOOD, ILLINOIS

AMBULANCE MANEUVERS INBOUND/OUTBOUND

EXHIBIT NO.

C