1) Call to Order

2) Pledge to the Flag

3) Roll Call

4) Report by Chair

5) Approval of Minutes

6) Unfinished Business
   a) Review of Traffic and Parking Congestion at 4601 and 4711 W. Touhy Avenue

7) New Business
   a) Review of a Request for a Four-way Stop Sign at Central Park Avenue and Lawndale Avenue

8) Public Forum

9) Report by Staff
   a) Crawford Avenue Construction – Ms. Engelmann
   b) Pratt Avenue and Central Avenue Traffic Signal Upgrade – Ms. Engelmann
   c) Sidewalk Replacement Program – Ms. Engelmann
   d) Central Avenue and Dowagic Avenue and Ionia Avenue Study – Chief LaMantia
   e) District 74 Traffic Safety Plan – Chief LaMantia
   f) Commercial Vehicle Parking – Chief LaMantia

10) Good of the Order

11) Adjournment

Posted on the Village’s Community Calendar, at the Village Hall and the Police Department located at 6900 N. Lincoln Avenue, Lincolnwood, IL. July 31, 2014.
1. Call to order

Chair Gelfund called the meeting to order at 7:09 p.m.

2. Pledge to the Flag

Chair Gelfund led the Commission in the Pledge to the Flag.

3. Roll Call

Commissioners Mark Bonner, Antonio Costantino, Donald Gelfund, James Lee, Claude Petit, Scott Troiani, Assistant to the Public Works Director Ashley Engelmann, Officer Michael Knapp, Gewalt Hamilton Associates, Inc. Civil Engineer Amanda Larson, P.E.I., and Chief Robert LaMantia were present.

Commissioner Georjean Nickell was absent.

4. Report by Chair

None

5. Approval of Minutes

   a. Commissioner Bonner moved to approve the minutes of January 16, 2014. Commissioner Troiani seconded. The motion was unanimously approved.

   b. Commissioner Troiani moved to approve the minutes of May 22, 2014. Commissioner Bonner seconded. The motion was unanimously approved.

6. Unfinished Business

   None

7. New Business

8. 4601 W. Touhy Avenue

   a. Chief LaMantia reported that the residents from 4601 W. Touhy Avenue requested that this discussion be continued to the July 31, 2014 meeting. Commissioner Bonner moved to table the matter until July 31, 2014. Commissioner Costantino seconded. The motion was unanimously approved.
b. Request by Airoom for Designated Parkway Parking on Keystone Avenue

Three residents asked to speak prior to the petitioner’s presentation.

Following the speakers, the petitioner presented his plan in a PowerPoint.

Following the presentation, the Commission heard from the public. Each speaker’s comments are summarized in the following paragraphs.

Following the public comment portion of the meeting, the Commission deliberated and voted to recommend the Village Board deny the petitioner’s request based on the plan’s proposed 4’ sidewalk and concerns related to the line-of-sight for motorists turning on to Lincoln Avenue.

**Ms. Georgia Talaganis**
3955 W. Estes Avenue

Ms. Talaganis requested a continuance. She indicated that Mr. Kruzel has a proposal and needs time to develop it. She asked Mr. Kruzel to explain his request.

Ms. Talaganis also asked each member of the Commission to personally visit the site of the proposed Designated Parkway Parking. She explained concerns due to the congestion and a recent motor vehicle traffic crash in the area.

**Mr. Bill Kruzel**
6819 and 6835 N. Keystone Avenue

Mr. Kruzel indicated that he owns the property located at 6819 N. Keystone Avenue. He spoke about the possibility of expanding the Library’s parking lot.

Mr. Kruzel explained that he is not an engineer and does not know if it will work, but an architect told him an expansion could add 19 parking spaces. He would like a little more time to develop the plan. He has already approached the Library and Airoom. The lot is approximately 60’ wide by 130’ deep.

**Mr. Damien Kardaras**
7150 N. Karlov Avenue

Mr. Kardaras stated that he is a recent resident of Lincolnwood, and has been a business owner in the Village for 10 years. He said the business pays taxes to allow the Village to operate and this is not something the residents typically look at.
**Petitioner’s Presentation**
Chair Gelfund allowed Mr. Klein to present his request for Designated Parkway Parking on Keystone Avenue in the form of a PowerPoint presentation, (Attachment A).

The following residents completed a Speaker Request Form. Several residents spoke at the meeting and others requested their name be entered into the record so that they will be notified of any future meetings.

**Ms. Mae Nessenson**  
6902 N. Karlov Avenue  
Ms. Nessenson said she moved from Melrose Park to Lincolnwood in the 1960’s. She lives on the corner across the street from an insurance company located in Airoom Plaza. The tenants in the plaza change frequently.

Ms. Nessenson sees Airoom’s cars and trucks frequently parked on the street (both Lincoln Avenue and Karlov Avenue). She has a Handicapped Placard. When people park behind her, it is almost impossible to back out. She asked: If Airoom takes over Karlov Avenue, where will her friends park? She has to go to City Hall to get stickers. She said: I think in all fairness to the residents, not only me, think carefully. The street in front of her house belongs to the residents.

**Mr. Joseph Noferi**  
6924 N. Keystone Avenue  
Mr. Noferi said Mr. Klein owes him an apology. He did not show up last month when his staff asked for an extension. It’s time we end this. His request is based on mistruths, lies, and whatever you want to call them. The plan has less trees and grass. When we came in this room, we pledged allegiance to a republic, not a democracy.

He understands the Commission is made up of volunteers, but the person making this request is not voting for a republic, it is deception. Mr. Klein is not asking for public parking. He is asking for dedicated parking. One year ago, this Board did the right thing and he hopes the Board does the right thing tonight.

**Mr. Jim Angelakos**  
6855 N. Karlov Avenue  
Mr. Angelakos related that he has lived in the Village for 38 years. He was here when Mr. Klein built his monstrosity. Now he is asking for mercy. If there is Airoom parking on Karlov Avenue, you cannot see anything on Lincoln Avenue. Karlov should not become a parking lot. Airoom needs to find its own parking lot.
Mr. Mihreteab Gebrehiiwet  
6826 N. Keystone Avenue  
Mr. Gebrehiiwet stated that he has repeated his position many, many times. We are peddling the idea of safety. From the pictures, it appears they are beautifying Airoom at the expense of the neighbors. He asked: If Airoom is really interested in improving the parking, why won’t they purchase property to create parking?

Ms. Georgia Talaganis  
3955 W. Estes Avenue  
Ms. Talaganis stated, in the end, nothing has changed. Everything in the packet is some variation of the same plan. Ms. Talaganis requested and was granted permission to distribute a packet to the Commission (Attachment B). She asked the Commission to review it. She stated that all Airoom has done is resubmit the same plan over and over. She suggested, hesitantly, at the community meeting, that if Airoom took its side of Keystone, there would be no loss of parking.

The Library is not here this evening because of a Board meeting. It’s not fair to continue. Airoom is a destination. Airoom does not pay the type of taxes the other gentlemen stated.

Spas Dramaliev  
4065 W. Morse Avenue  
Mr. Dramaliev stated we are all adults here. Businesses need parking. Mr. Klein started out doing things sneakily. He does not greet people when they come here. Airoom does not maintain its property. He sees a problem with parallel parking on Lincoln Avenue. It’s like suicide trying to pull out on to Lincoln Avenue. All police officers use Morse Avenue to get to the school. He is going to do everything possible to see how IDOT approved parallel parking on Lincoln Avenue. At this point, Airoom is not the issue.

Mr. Michael Zonis  
4023 W. Morse Avenue  
No comment

Mr. Jesal Patel  
6733 N. St. Louis Avenue  
No comment

Mr. Buzz Alpert  
7220 N. Keeler Avenue  
No comment
Ms. April Vanderporten  
6648 N. Kenneth Avenue  
No comment

Ms. Bianca Noferi  
6928 Keystone Avenue  
No comment

Mr. Bud Sajic  
6925 N. Karlov Avenue  
No Comment

Mr. Harry Milosavijevic  
6918 N. Karlov Avenue  
No comment

Mr. Miguel Campos  
4051 W. Morse Avenue  
No comment

Discussion
Commissioner Petit asked Mr. Klein how many parking spaces he really needed.

*Mr. Klein indicated that parking will always be a problem, but the eight additional spaces he is requesting is a 40% increase.*

Commissioner Bonner asked if the proposed plan will restrict the line-of-sight on Lincoln Avenue.

*Ms. Larson said, no it shouldn’t.*

Commissioner Bonner asked the same question a second time.

*Ms. Larson confirmed the proposed plan will not restrict the line-of-sight for motorists turning onto Lincoln Avenue. She said that IDOT would not approve a plan that restricted the line-of-sight.*

Mr. Klein said that IDOT already approved the plan.

*Chief LaMantia clarified by stating that IDOT indicated that conceptual plan would qualify for further review and consideration. However, no plan has been formally approved by IDOT. Mr. Klein agreed to the clarification.*

Commissioner Bonner moved to recommend the Village Board deny the petitioner’s request for Designated Parkway Parking on Keystone Avenue. Commissioner Troiani seconded.
The discussion continued.

Commissioner Troiani indicated that there is not enough room to have a clear line-of-sight on Lincoln Avenue. He then asked Ms. Larson about the width of Keystone Avenue.

*Ms. Larson indicated that Keystone Avenue is wide enough, and the proposed plan does not decrease the width.*

Commissioner Bonner indicated that the line-of-sight is unsafe with vehicles parked on Lincoln Avenue.

Commissioner Gelfund asked if there was sufficient width for sidewalks and parking stalls.

*Ms. Larson indicated the plan shows 4’ wide sidewalks. However, the Code requires a 5’ wide sidewalk.*

Commissioner Gelfund asked if the parking would be dedicated to Airoom.

*Ms. Engelmann said that Designated Parkway Parking has always been public. However, Mr. Klein may be considering requesting a lease agreement.*

Mr. Gelfund called the question. The Commission unanimously (6 - 0) voted to recommend the Village Board deny the petitioner’s request for Designated Parkway Parking on Keystone Avenue east of Lincoln Avenue based on the plan’s non-conforming sidewalk and line-of-sight concerns.

c. Devon and Ridgeway

Chief LaMantia reported that staff has formally requested IDOT review the intersection of Devon Avenue and Ridgeway for purposes of reducing traffic crashes and improving safety. IDOT indicated in a letter provided to the Commission that it is in receipt of the request and will conduct a review. Chief LaMantia indicated that he would follow-up with the Commission, once he hears from IDOT.

d. Devon and Monticello

Chief LaMantia reported that staff received a response from IDOT regarding its request to enhance pedestrian safety with an additional crosswalk and signage. IDOT declined staff’s request and recommended pedestrians cross at the signalized intersection of Devon Avenue and Lincoln Avenue.
9. Public Forum

None

10. Report by Staff

a. Ms. Engelmann reported on the progress of the Crawford Avenue Construction Project.

b. Chief LaMantia reported on the Village sponsored blood drive. Staff from Life Source accommodated the Commission this evening by finishing a few minutes early. Their expeditious closing of the drive allowed the Traffic Commission to begin only nine minutes after the hours. Chief LaMantia commended and thanked the Live Source staff for their continued assistance and cooperation. Chief LaMantia reported blood drives are held in council chambers on the third Thursday of each quarter from 1:00 p.m. to 7:00 p.m. The next blood drive is December 18, 2014 Blood Drive and is in recognition of former Trustee Larry Froman’s dedication to the Village.

11. Good of the Order

None

12. Adjournment

Commissioner Costantino moved to adjourn the meeting at 9:39 p.m. Commissioner Bonner seconded. The motion was unanimously approved.
LINCOLNWOOD TRAFFIC COMMISSION
June 19, 2014

Lincoln Avenue/Keystone Avenue
Parking Proposal

6825 North Lincoln Avenue
Lincolnwood, IL 60712
Introduction

• The goal is to create a comprehensive parking design for Keystone and Lincoln Avenues. The objective is to implement a portion of the Lincoln Avenue Task Force Design vision created in 2005.

• To date no business has attempted to implement the Task Force vision for Lincoln Ave which would result in a more pedestrian friendly Lincoln Ave.

• Increase greenery and plantings along Lincoln Ave.

• Improve pedestrian safety by eliminating 18 parking spaces that back up onto Lincoln Ave and the sidewalk.
• As part of the re-development plan, the new design reflects the Lincoln Avenue Corridor Plan, with intersection “bump outs” proposed. These traffic calming features improve safety along the busy Lincoln Avenue right-of-way and were part of the Lincoln Avenue Plan that was prepared in 2005.

• Since Lincoln Avenue is a state road, we have received preliminary IDOT approval for the parking directly in front of Airoom. Their traffic engineers reviewed the plan that is being presented to the Village for review for the area directly in front of Airoom.

• IDOT also viewed the bump outs as a positive traffic calming measure along their right-of-way and thought that the one way parking design for the Airoom building would be significantly safer for the northbound traffic along Lincoln Avenue since reversing out onto the ROW will be eliminated.
Existing Plaza Layout
Existing Parking Conditions along Lincoln Avenue

View South down Lincoln

North View on Lincoln

Front of Building
Existing Parking Conditions along Keystone Avenue

View West along Keystone

View East along Keystone

View North along Keystone
Existing Parking Conditions along Keystone Avenue

West view along sidewalk
Potential Traffic Options for 4800 Block of Keystone
Precedents

• East Prairie Ave & Touhy – right-a-way public parking

• McCormick Blvd & Spaulding right-a-way sold

• MB Bank – Central Park Ave- right-a-way sold & street dead ends

• Novelty Golf – right-a-way used by the business

• 6700 Plaza on Crawford – W. North Shore terminated & right-a-way used for parking

• Touhy & Keating, Touhy & Kilpatrick, North Central Park
Precedents - Summary

Village has sold, closed, and used public right-of-ways throughout Lincolnwood's history to deal with the changing environment in regards to cars, traffic, parking and healthy business growth.

This is a natural extension and evolution of a healthy and prosperous Lincolnwood.
Proposed Parking Plan
Summary of the Request

1. New parallel parking on Keystone – creating 19 spaces
2. Eliminate reversing traffic onto Lincoln Ave from the business storefront – 18 reverse parking spaces eliminated
3. Creation of traffic calming bump outs
4. New pull in drive way off of Lincoln Ave
5. Additional trees and landscaping
6. No change to traffic flow – No street closings
Landscaping Summary

Removal of four trees on the Airoom side of Keystone
10”, 6”, 7”, & 9” Honey Locust

One tree shown for the proposed parking on the east side of Keystone has been removed already by the village.

The four existing trees on the south side of Keystone will remain; which includes the 7” Purple Ash celebrating the 25th anniversary of the Library.

The addition of seventeen new trees on Lincoln and Keystone consisting of Honey Locusts, Maple, and Spruce to be approved by the village.

Increased greenery along Lincoln Avenue – grass, flowers, shrubs, ect.
# Parking Count

## Airoom Parking

<table>
<thead>
<tr>
<th>Description</th>
<th>Existing</th>
<th>Proposed</th>
<th>Difference</th>
</tr>
</thead>
<tbody>
<tr>
<td>Keystone Right-of-way on Airoom side</td>
<td>3</td>
<td>10</td>
<td>7</td>
</tr>
<tr>
<td>Keystone Right-of-way on Library side</td>
<td>8</td>
<td>13</td>
<td>5</td>
</tr>
<tr>
<td>Airoom Parking off of Lincoln (in front of building)</td>
<td>18</td>
<td>9</td>
<td>-9</td>
</tr>
<tr>
<td>Airoom Rear Parking</td>
<td>9</td>
<td>9</td>
<td>0</td>
</tr>
<tr>
<td>Lincoln Ave parking at buffer in front of Airoom Building</td>
<td>0</td>
<td>5</td>
<td>5</td>
</tr>
</tbody>
</table>

### AIROOM DEDICATED

- Existing: 27
- Proposed: 28
- Difference: 1

### NON-DEDICATED

- Existing: 11
- Proposed: 18
- Difference: 7

### Total Parking Counts

- Existing: 38
- Proposed: 46
- Difference: 8
EXISTING TREES IN RED

PROPOSED TREES IN GREEN
May 22, 2014

To the Traffic Commissioners

I assembled this report as a resident and in behalf of the Friends of the Lincolnwood Library as President.

We feel this is another attempt by Airoom to take control of Keystone and Karlov Avenues for their own gain and use the public streets as a parking lot for their business. The library purchased the home next door to it and expanded its parking lot. By law we could pay fair market value for the property, why didn’t Airoom try to acquire the property?

A brief history regarding parking goes back to 1981 and 1988 in Ordinances whereby Airoom starts asking for parking variances, Airoom tried in 2004 to make Keystone and Karlov a parking lot for their own use; again in 2009 under the umbrella of the Lincoln Avenue Streetscape plan; in 2012 with an attempt to PURCHASE the streets for a parking lot and again now with a new plan. (See exhibits attached.)

The residents, Lincolnwood Library Board and Friends of the Lincolnwood Library have grown weary of these proposals with the pretext that anyone can park in the said lots.

Please read an excerpt from a 2004 Streets and Alleys Meeting that summarizes our concerns. (Exhibit 2 attached.) This sentiment has echoed throughout our meetings for OVER THE PAST 10 YEARS and apparently continues.

The pictures by Staff showing parking lots that have been created to relieve parking shortages in no way are similar to the Keystone site or Karlov. Keystone takes a slight turn and although the Village Engineer believes there is room for two way parallel or 90 degree parking and two way through traffic there is not. Come visit after hours when children are picked up from their after school stay and SUV and other vehicles cue up in the area.

Airoom’s most recent attempt in 2013 was to rescind the Resident only Parking on Keystone primarily in front of only one home. What gain do you garnish to park 2-3 vehicles in solving the lack of parking?

According to the Department of Justice Civil Rights Division Disability Rights Section all properties must be ADA compliant. Is Airoom?

Everyone deserves their rights and not to be harassed. The Airoom site has grown to where it cannot accommodate its needs and must stop AFTER 10 YEARS trying to infringe on the neighborhood. The neighborhood must remain residential and not be turned into a commercial entity.

Respectfully submitted,

Georgia Al Talaganis

Friends of the Lincolnwood Library
Lincoln Avenue Streetscape - Parking Lot Expansion at Keystone Village of Lincolnwood

This plan shows the recommendation for subsurface 90-degree parking in front of the town in exchange for designing "a safe haven" for people crossing the street. We recommend the installation of pedestrian crossing distance and the Lincoln Ave. southbound lanes at Park to allow for a widened pedestrian crossing distance at the Lincoln Ave. southbound lanes at Park. These bump-outs shorten the pedestrian "safe haven" with new pedestrian parking spaces in front of the business. New bump-outs shorten the pedestrian "safe haven" with new pedestrian parking spaces in front of the business.
This Plan shows the recommendation for removing 90 degree parking from the property along the east side of Lincoln Avenue just north of Keystone Avenue and replacing with parallel parking. New bumpouts shorten the pedestrian crossing distance and the Lincoln Avenue southbound lanes at Pratt Avenue and the drive lanes are shifted west to allow for a widened central median as a "safe haven" for people crossing the street. We recommend the installation of pedestrian "count down" signals at Pratt and Lincoln Avenue intersection.
First speaker, Georgia Talaganis, resident and Trustee of the Lincolnwood Library addressed
the Committee. She expressed she was speaking as a Trustee of the Library and make known
those were present from Library. She stated that the Library was concerned with safety and
that using the Library’s parking lot was not an option. Their lot is often full and peak hours had
many children present. She stated that Airoom has done very well and is very glad for the local
business, however, it has outgrown its present site. She also stated that Airoom needs to
practice a good neighbor policy. Other concerns she expressed were snow removal, signage,
construction, zoning and property taxes. Lastly, she stated that the Library strongly opposes
changing any public rights of way or the closing of any streets for the purpose of a parking lot
or spaces for Airoom or any other purpose.

The following individuals concurred with statements made by Georgia Talaganis, opposed all
of staff’s proposed recommendations and expressed their angst over the parking situation with
Airoom also present photos for the Committee to review. Statements included residents
affected by the many commercial vehicles parked on the public streets where they lived.
Concerns about safety; line of sight; children; school buses; delivery trucks to the businesses in
Airoom Commons; signage; enforcement of current ordinances by the Police Department.

<table>
<thead>
<tr>
<th>Name</th>
<th>Address</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jose Maria Rodriguez</td>
<td>6817 N. Keystone</td>
</tr>
<tr>
<td>Donna Milosavljevic</td>
<td>6918 N. Karlov</td>
</tr>
<tr>
<td>Alan Kraus</td>
<td>4065 W. Morse</td>
</tr>
<tr>
<td>Michael Gebrhiwet</td>
<td>6826 N. Keystone</td>
</tr>
<tr>
<td>Soula Thomson</td>
<td>4125 W. Lunt</td>
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<td>Georjean Nickell</td>
<td>6733 N. Kedvale</td>
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<td>Angi Kotsimonos</td>
<td>6905 N. Karlov</td>
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<td>Eva Angelakos</td>
<td>6855 N. Karlov</td>
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<tr>
<td>Bette Silverman</td>
<td>6516 N. Knox</td>
</tr>
<tr>
<td>Larry Froman</td>
<td>6921 N. East Prairie Rd.</td>
</tr>
</tbody>
</table>

Many others spoke aloud from the audience without identifying themselves, expressing
discontent over the entire parking situation Airoom has caused.

Questions were raised by many about the fact that the Village has paid the Village Engineer to
help resolve this problem. They felt that the Village should not have paid that Airoom has
paid. Trustee Turry stated that since this problem affects residents in the entire area, that it was
important for the Village to have engaged Gewalt Hamilton to help resolve this issue. Trustees
Elster and Saltz concurred.

Questions whether the Police Department enforced the current 7 a.m. to 7 p.m. resident only
parking ordinance. Chief Gooris replied that there have been 15 tickets issued since December.
(However, upon review of Police records after the meeting, it was found that 46 tickets had
been issued.) Trustee Turry directed Chief Gooris to continue enforcing the ordinance and
place more patrol in the area.

Trustee Turry asked Mr. Seymour Turner, Sr. Vice President of Airoom to address the
Committee. Mr. Turner stated he knows the area well and is aware of the fact that Airoom has
outgrown their space. They have been working with the Village and seeking alternatives on
their own to try to resolve their parking issue. He stated Airoom was in favor of Option A.
Discussion ensued. He spoke about the number of spaces he felt he’d gain by moving one
division to the strip mall where Computer Brain resides, however, staff felt there was a
discrepancy in his numbers.

Trustee Turry stated that it was clear to him that Airoom has outgrown their property. The
Committee ensued in a lengthy discussion and concurred. Others from the audience spoke out
against the options proposed by staff and against Airoom. The Committee urged Airoom to
look for plans of improving the parking situation that did not include off street parking and to
work with Tim Clarke, Community Development Director who can assist in finding office
space.

At this time, no recommendation will be made to the Board of Trustees.

Trustee Turry called for a 5 minute break at 9:15 before moving forward to New Business. At
9:20 Trustee Turry called to the meeting to order.
B. A variation as to height; and

C. A front-yard variation.

Applicant previously applied for a parking variation along Keystone, which was denied after a Zoning hearing on September 8, 1994. This new request (A above), covering the same area, involves a new design and configuration. In order to fully understand the basis for the other two requests (B and C above), a chronological summary is necessary. Three sets of building plans are involved.

Plan #1. The original Plan was approved by the Building Commissioner and a Permit issued on June 29, 1994. Exhibit G reflects the footprint of approved Plan #1; and Exhibit H reflects the front facade thereof. (Exhibit G also reflects the previously rejected proposal for seven vertical parking spaces along Keystone.) Aspects of Plan #1 relevant to this hearing are as follows:

(a) The front facade is straight across, on a line with the present Airoom showroom facade; and

(b) The height of most of the two-story structure is 27' 4", while a tower covering an interior atrium, at the front along Lincoln, reaches a height of 44' 8".

Plan #2. At the hearing, Applicant presented a revised plan which it alleged had been approved by the Building Commissioner; and an approval stamp is evident on the back of the last sheet of plans (the outside, as rolled up). A copy of that approval stamp, dated January 11, 1995, is attached as Exhibit I. The significant change in Plan #2 is that a portion of the front facade along Lincoln (approximately 45' across) would now protrude by almost 9 ft. forward of the previous facade, thus intruding into the required 25 ft. setback. The amount of the intrusion was uncertain, because the earlier drawings did not contain the dimensions to lot line. It appeared at the hearing (based on newly introduced Plan #3 attached as Exhibit J), that the intrusion was 5 ft. for the most part, and 5.5 ft. for two 9-ft. segments. The Building Commissioner denied knowingly approving any change in plans, and certainly not one which authorized an intrusion into the required front set-back line, which he does not have the authority to do. He testified that Airoom asked him to sign a duplicate set of the original plans, because the set originally approved the previous June had been lost or misplaced. Airoom impliedly denied that by claiming that it still had the originally approved set of Plan #1. However, it was noted that on the approval of January 11, 1995, the Commissioner explicitly wrote in "Approved as "Duplicates"" (Exhibit I), which appears to corroborate his account.

Plan #3. Construction proceeded in accordance with yet another set of plans (Plan #3) which Applicant concedes were never approved. One feature of that Plan (as shown on Exhibit J) is that the protrusion into the front yard is somewhat greater than on Plan #2.
PROPOSED SITE PLAN

Presented to Traffic Com. April 24, 2012
Excerpt from Inter-office memo dated 3-20-12.

The Village Engineer is concerned about the overall width of the drive lane paralleling Lincoln Avenue and the depth of the parking stalls on Airoom property.

Fire Department
The Fire Department does not recommend vacating Keystone (or any other street) because creating a dead end will adversely affect response times.

Police Department
The Police Department does not object to vacating Keystone because the net effect will result in improved traffic safety.

Public Works Department
The Public Works Department does not recommend vacating Keystone (or any other street) because creating a dead end will hinder snow removal and street sweeping operations.

Traffic Commission Recommendation
The Traffic Commission should submit a recommendation regarding the proposal by Airoom Companies LLC to vacate Keystone Avenue from Lincoln Avenue to 150 feet east, and on all matters regarding traffic safety to the Village Board.
Intersection: Central Park and Lawndale

Date of Data Collection: April 23, 2014

This Residential All-Way Stop Worksheet is applicable only to residential streets. Both streets at the intersection under consideration must be classified as and function as residential streets, and the posted speed limits must be 30 miles per hour or lower. This procedure is not applicable to major thoroughfares, major collector streets, primary emergency service routes, designated RTA/CTA bus routes or other critical streets as defined by the Police Chief and/or the Fire Chief. All-Way Stops at those intersections should follow the standards set forth in the Manual on Uniform Traffic Control Devices (MUTCD).

The purpose of all-way stop control is not to mitigate speed or volume on adjacent roadways. Traffic control devices are not intended for and should not be utilized for traffic calming. The Village has a separate worksheet and process for requesting traffic calming installations.

Traffic Control Signage; i.e.; Stop and Yield signs should be installed based on an engineering review in accordance with the standards and guidance published in the national Manual on Uniform Traffic Control Devices (MUTCD) and/or as modified in the 2003 Edition of the Illinois Supplement to the National Manual on Uniform Traffic Control Devices, also referred to as the ILMUTCD. However, it is generally understood that most truly residential intersections will not meet the strict requirements of the MUTCD, but may experience traffic volumes, patterns or crash history that need to be mitigated through the installation of traffic control devices.

The Traffic commission will review the technical findings, receive public comment and make a recommendation to the Village Board. Final determination of the need for installation of All-Way Stop Control shall be made at the Board level.  If approved at the Board level, Public Works will install the signage and/or traffic control devices in accordance with MUTCD standards.

The following criteria are to be utilized for preliminary determination of an intersection’s need for all-way stop control. A minimum of 24-hours of traffic volume and speed data should be collected at each approach of the intersection. Available Crash Reports for the preceding three years shall also be reviewed. The traffic data will be reviewed and evaluated in accordance with the following criteria.

Note that a priority is placed on speed and volume considerations. Roadway safety; i.e. traffic crash history and specifically pedestrian and bicycle safety are also key components of the evaluation. Neighborhood context and proximity to other land uses and pedestrian generators as well as the physical properties of the roadway itself are given consideration. Finally, resident support is given consideration, as it is all the residents of the study area that must live with whatever application is selected and ultimately installed.
## Residential All-Way Stop Control Warrant

Interession: Central Park Avenue and Lawndale Avenue

Date of Traffic Volume Collection: April 23, 2014  
Weather: Clear, Dry and Sunny

Collected by: Sergeant Michael Cahill  
Site Visit: April 23, 2014

<table>
<thead>
<tr>
<th>Criteria</th>
<th>Points</th>
<th>Basis for Point Assignment</th>
<th>Points Received</th>
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<tbody>
<tr>
<td>1. Vehicle Accident History</td>
<td>0-40</td>
<td>10 points for each recorded traffic accident at the subject intersection within the last 2 years subject to correction by AWSC.</td>
<td>0</td>
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<tr>
<td></td>
<td></td>
<td>There have not been any motor vehicle traffic crashes at the intersection during the past three years.</td>
<td></td>
</tr>
<tr>
<td>2. Entering Volume</td>
<td>0-30</td>
<td>5 points for every hour where average entering volume (sum of all approaches) exceeds 500 vehicles per hour for highest 8 hours of study period. 3 points for every hour where average entering volume (sum of all approaches) exceeds 250 vehicles per hour for highest 8 hours of study period.</td>
<td>0</td>
</tr>
<tr>
<td></td>
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<td>Traffic volumes are well below 250 vehicles per hour.</td>
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| 3. Volume Balance               | 0-15   | 5 points for each 5% difference between Minor street (lower total volume) and Major Street (higher total volume) entering volumes during highest 8 hours of study period.  
Minor Street Volume ≤ 50% of Major Street Volume = 0 pts  
Minor Street Volume = 55% of Major Street Volume = 5 pts  
Minor Street Volume = 60% of Major Street Volume = 10 pts  
Minor Street Volume = 65% of Major Street Volume = 15 pts  
Traffic volume on Lawndale Avenue is less than 50% of Central Park Avenue. | 0               |
| 4. Pedestrian Generators / Factors | 0-10  | 4 points for Elementary or Middle School within 1 block of study area. 2 points for other schools, bus route/stop, park, community center or marked school route 1 block. 2 points for special needs resident(s) in study area (e.g. blind pedestrian or wheelchair) 2 points if (not each) retail, commercial or house of worship within 1 block.  
There are no pedestrian generators within 500’ of the intersection. | 0               |
5. **Speed Factor**

| 0-10 | 2 points for each 2mph above the posted limit (use average 85% speed for highest 8 hours from Major Street). |

The 85th percentile is 31 MPH. The 85th percentile for most residential streets in the Village is 29 MPH. The speeds are typical for the Village. The intersection received the maximum allowable points for “speed.”

6. **Roadway Conditions**

| 0-5 | Rating 0-5 points for road conditions. Factors to consider include: limited sight lines, horizontal / vertical deflection at intersection, need to control conflicting left turn volumes, existence of left turn lanes. |

There are no line of sight concerns at the intersection.

**TOTAL** 10

Intersections with point totals less than 60 do not qualify for All-Way Stop Control. Intersections with point totals of 60 points or more result in a recommendation from the Traffic Commission to the Village Board to install appropriate signage.

**Staff Comment and Recommendation**

The intersection of Central Park Avenue and Lawndale Avenue does not meet the standards for a four-way stop sign. Staff recommends taking no action, at this time. The intersection is subject to further review pending completion of the development on the northwest corner of Touhy Avenue McCormick.

The current warrants for stop signs were reviewed, revised and approved by the Traffic Commission on January 24, 2013.